

ALL HANDS

DECEMBER 1977

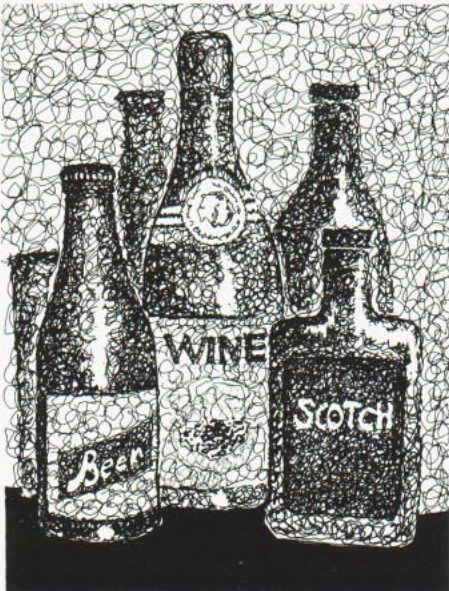




The destroyer USS Hawkins (DD 873) takes "white water" over the bow during refueling operations with Task Force 60, Hawkins, a 32-year-old Gearing-class (FRAM I) destroyer, recently returned from her 17th, and last, deployment to the Mediterranean. With her return, the era of the deploying FRAM I destroyer in the Mediterranean and Atlantic came to a close. Commissioned in February 1945, Hawkins was named in honor of Marine 1st LT William Dean Hawkins, killed in action on Tarawa in 1943.



Page 4



Page 18



Page 42

ALL HANDS

MAGAZINE OF THE U.S. NAVY — 55th YEAR OF PUBLICATION
DECEMBER 1977 NUMBER 731

Features

- 4 MCPON . . . ANSWERING MORE THAN 8,000 QUESTIONS A YEAR**
Candid comments by the top enlisted on a number of subjects
- 14 N.Y. SAILING TROPHY**
Reviving sailing competition north of Manhattan
- 18 IT WORKS AT LAKEHURST**
One of the Navy's drug/alcohol rehabilitation facilities
- 22 THE 'LAKES' HAS IT ALL TOGETHER**
Duty at Great Lakes can be rewarding
- 30 SEVEN DAYS IN RIO**
Atlantic Fleet ships and men call at Brazil
- 33 SAILING THE SARGASSO**
An oceanographer takes a "busman's holiday"
- 39 THANK YOU, LONDONDERRY**
Closing of Communications Station in Northern Ireland
- 42 BRAIN WAVE RESEARCH**
Enter the electronic age of testing
- 46 TEXAS NAVY**
Sailors lead the way during Texas carnival

Departments

2	Currents	26	Bearings
12	Rights & Benefits	38	Grains of Salt
17	Information Exchange	48	Mail Buoy

Covers

Front: The Reserve Force destroyer USS *Miles C. Fox* (DD 829) is blanketed with ice. This winter scene was shot some years ago at Newport, R.I. Photo by W. W. King.

Back: Artist Audie Bransford highlights the career of the young Captain James Lawrence.

Chief of Naval Operations: Admiral James L. Holloway III
Chief of Information: Rear Admiral David M. Cooney
Dir. Print Media Div. (NIRA): Lieutenant John Alexander
Editor: John F. Coleman
Production Editor: Lieutenant Jeff Zakem
Layout Editor: E. L. Fast
Art Editor: Michael Tuffli

Staff: LT Bill Ray
JOC Dan Guzman
JO1 John Yonemura
JO1 Jerry Atchison
JO1 (SS) Pete Sundberg
PH1 Terry Mitchell
JO2 Davida Matthews
JO2 Dan Wheeler
JO3 Francis Bir
Edward Jenkins
Elaine McNeil

Currents

Nationwide Childhood

Immunization Initiative Announced ● A recent SecNav notice directs Navy and Marine Corps activities to participate in the nationwide Childhood Immunization Initiative. Since the mid-1960s, there has been an overall decrease in the number of children who are adequately immunized against childhood diseases. At present, less than 60 per cent of the nation's children under 15 years of age are adequately protected. The goal of the Childhood Immunization Initiative is to raise that figure to 90 per cent by October 1979. In an effort to reach that goal, activities, including the U.S. Navy, are being asked to participate in a coordinated effort to increase public awareness of, and arouse public concern about the problem. For additional information about the program and the addresses of places furnishing publicity materials, information on how and where immunizations can be obtained and other details, see SecNavNote 6230 of 16 Sept 1977.

Navy Master Chief

To Join Pay Commission ● A Navy Master Chief Petty Officer, UTCM Robert Lewis Evans, USN, is one of three enlisted service members chosen to become members of the President's Commission on Military Compensation. Eight of the commission's 21 professional staff members are military personnel. Two Navy officers, Lieutenant Commander Richard Barchi and Lieutenant William Bobo, already have been named to the commission staff. As the Navy's enlisted representative, Master Chief Evans will join his Army and Air Force counterparts in advising the commission on enlisted sentiment about military pay, entitlements and other forms of compensation. Master Chief Evans presently is assigned as Master Chief Petty Officer of the Naval Material Command, Washington, D.C.

Enlisted Clothing

Allowance Raised ● The monthly clothing maintenance allowance for enlisted Navy personnel was increased as of Oct. 1. The basic allowance was increased from \$5.10 to \$5.70 for men and from \$4.20 to \$4.50 for women. The standard rates were raised from \$7.20 to \$8.10 for men and from \$6.30 to \$6.60 for women. The basic allowance is paid from the seventh through the 36th month of enlistment and the standard allowance is paid after the 36th month of enlistment. The cost of a complete Navy sea bag increased from \$327.66 in Fiscal Year 1977 to \$375.13 in Fiscal Year 1978 for Navy men and from \$433.25 to \$437.56 for Navy women.

Reserve Patrol

Squadron Receives First P-3B "Orion" ● The updating of Naval Reserve Aviation assets entered a new stage recently with the turnover of the first P-3B "Orion" patrol aircraft to a reserve squadron. Reserve Patrol Squadron 91 at NAS Moffett

Field, Calif., is scheduled to receive five "B" model "Orions" prior to the end of December. All 13 Naval Reserve patrol squadrons currently are equipped with the P-3A. The P-3B is in use by a number of fleet patrol squadrons and its introduction into the Naval Air Reserve Force marks a continuing effort to provide reservists with fleet compatible equipment under the total force doctrine.

Navy Installations

Win Conservation Awards ● Naval Air Station, Patuxent River, Md., took first place, and Naval Weapons Station, Seal Beach, Calif., finished second in the Government Agencies category of the 1977 "Keep America Beautiful, Inc." awards program. The Naval Education and Training Center, Newport, R.I., was one of three government agencies to receive distinguished service citations in the competition. Patuxent River's conservation and environmental protection programs were instrumental in gaining national recognition. The Naval Air Station was cited for its pollution abatement projects that include a recycling and disposal program for petroleum and other industrial wastes and an oil spill containment and clean-up system available to both the station and civilian community. "Keep America Beautiful, Inc.," was founded in 1953 to encourage and sponsor beautification programs throughout the nation. Its annual awards program recognizes those who demonstrate, through positive action, their concern for a cleaner environment.

Navigation Satellite

Launched ● A Navy navigation satellite was launched recently from the Western Test Range in California on a four-stage *Scout* Rocket. The spacecraft will bring to six the number of TRANSAT satellites in the Navy's navigation satellite constellation. In addition to navigational equipment, this satellite also contains two specially instrumented transponders or radio relays which will be used to test a *Trident* Missile Tracking System and calibrate range safety ground stations and equipment. The Satellite Navigation System is used by Navy ships and submarines to pinpoint their positions to better than one-tenth of a mile in any weather, day or night, anywhere in the world. Program sponsor for TRANSAT is the U.S. Navy Strategic Systems Project Office. Tracking support is provided by the Navy Astronautics Group.

USS Edwards

Assists Smithsonian Expedition ● The destroyer USS *Richard S. Edwards* (DD 950) recently arrived at the South Pacific island of Puka Puka with relief provisions for a Smithsonian Institution expedition that was in danger of running out of supplies. Responding to a request for assistance from the Smithsonian, *Edwards* delivered food, camera equipment, vitamins and other supplies. The expedition, a man and his wife, are on Puka Puka filming one of the last traditional cultures left in the world. The provisions were picked up by *Edwards* at Pago Pago, 394 miles from Puka Puka. *Edwards* proceeded to an anchorage outside the reef at Puka Puka and transferred the supplies to a small boat from the island which ferried them ashore.

MCPON...

answering more than
8,000 questions a year





BY JO2 DAN WHEELER

Master Chief Petty Officer of the Navy Robert J. Walker has traveled extensively since assuming the top enlisted billet in September 1975. Living out of his seabag for much of the last two years, he has kept abreast of current attitudes and concerns of the fleet. ALL HANDS recently talked with MCPON Walker about his job and Navy life in general. What follows are his candid comments about the Navy today.

Q: *Master Chief Walker, what does your job entail?*

A: "As MCPON, I am the principal enlisted advisor to the Chief of Naval Operations and the Chief of Naval Personnel, the primary promulgators of enlisted policy. I am involved in everything concerning enlisted policies and the enlisted community as a whole."

Q: *How does your job correlate with that of master chief petty officers of the fleet, force and command.*

A: "Each of us does the same thing, but we do it at a different level. Command master chiefs, for instance, do almost identically what I do, but at the local level; force master chiefs at the type commander level; fleet master chiefs at the fleet level. All of their input concerning enlisted personnel is correlated by my staff."

Q: *How does your "open-door policy" affect sailors who have problems they feel are not being resolved?*

A: "If possible, he or she can come to Washington and see me or, at least, telephone or write a letter—all of this after the individuals have tried to solve their problems within the local chain of command. All correspondence and phone calls are answered. Fact is, every year my staff researches and drafts official correspondence in answer to more than 1,000 letters originating with Navy personnel, their dependents and others. Additionally, we provide answers to more than 7,000 phone queries annually."

Q: Do you actually "go to bat" for individuals with problems?

A: "If individuals have legitimate problems that have not been resolved at the local command level, then I'll go to bat for them. If someone is simply bellyaching about Navy policy, then I'm not going to support such an individual. However, when someone has a genuine problem—even if it doesn't affect the entire Navy—I'm going to support that individual anyway I can."

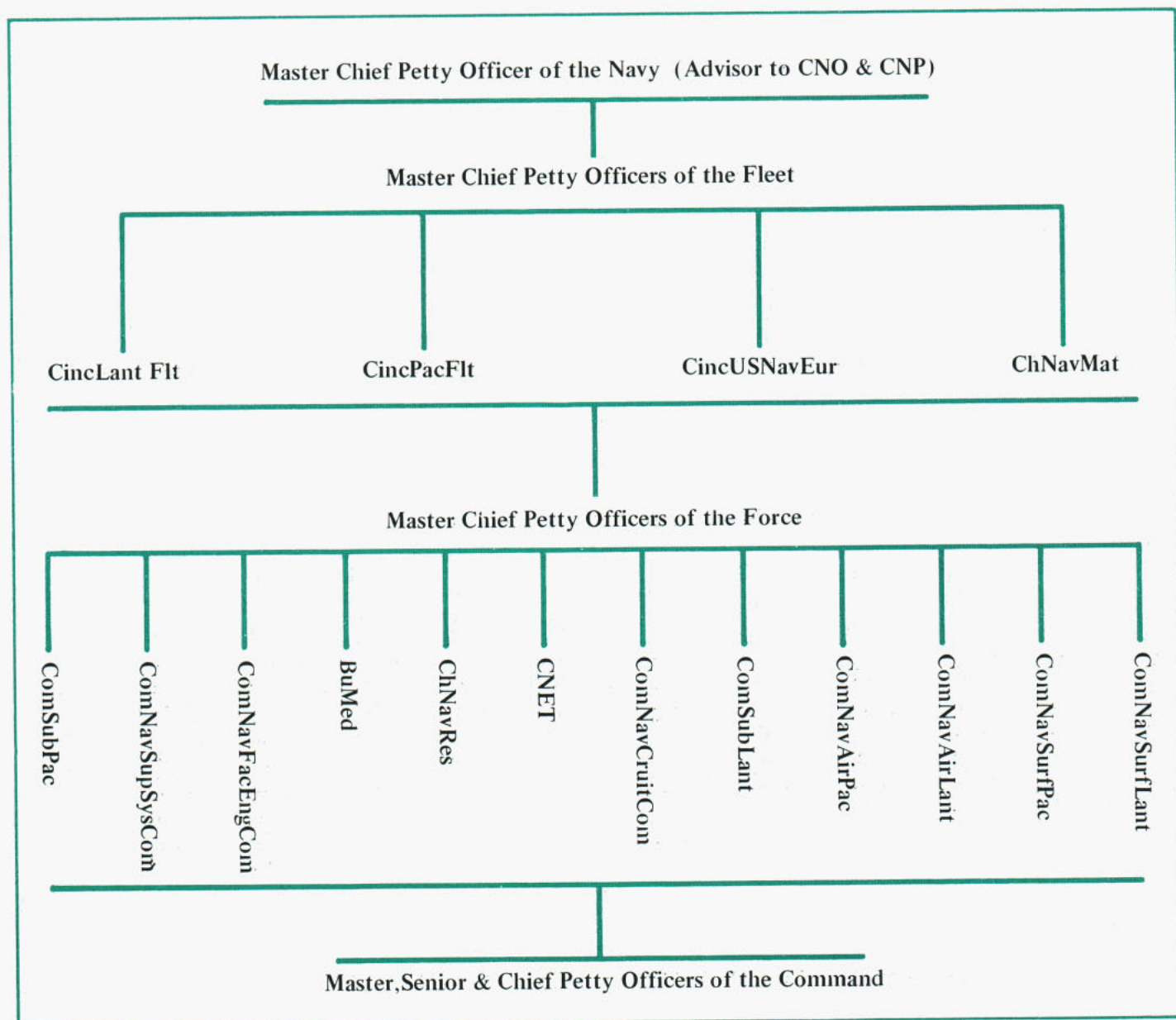
Q: You advocate open and candid conversation between juniors and seniors "to ensure a smooth operating chain of command." Some people now feel it necessary to explain the reason for every order to subordinates. Is this what you intended?

A: "I wasn't advocating the explaining of every order and regulation. But, if seniors are willing to communicate and explain exactly what they are trying to accomplish and why, individuals should have a greater trust and respect for authority."

"Part and parcel of this is 'command listening,' so the communication circle is complete with each party understanding the position of the other."

Q: Why did you initiate a program which deferred automatic advancements for "A" school graduates until after a 4- to 8-month indoctrination period at their first command?

A: "A frequent complaint by petty officers and commanding officers is that "instant POs" don't have the capability



when they report aboard to assume petty officer responsibilities. I strongly opposed the 'instant petty officer program' because of this. It wasn't actually helping individuals involved and usually caused them embarrassment and also made them subject to criticism. They didn't have the experience, of course, that on-the-job trainees had, and the responsibilities were an unfair burden to place on a young graduate—it wasn't realistic to expect them to be able to take charge and they couldn't."

Q: *Has this new approach hindered the Navy's efforts to attract six-year obligors?*

A: "Automatic advancement for six-year obligors has not been altered. There are objections to the program, but it is considered a necessary recruiting tool since advancement opportunity is not offered to obligors during their one, sometimes two, years of training."

Q: *Why did you initiate the proposal which placed two*

master chief petty officers of the fleet or force on the E-7,8,9 Selection Board?

A: "After each Selection Board evolution, I'm inundated with letters and calls from individuals who want to know why they weren't selected. Although much printed information has been circulated about the selection process, I felt force and fleet master chiefs serving on the board would be able to field these questions and promote a better understanding of the selection process. The change seems to have been worthwhile."

Q: *What is your opinion of the enlisted evaluation system?*

A: "I don't have any criticism of our overall evaluation system. I do criticize evaluators who have a tendency *not* to 'tell it like it is.' That causes inflation in marks and breaks down the system. We could change forms and formats each year, but until evaluators began marking absolutely realistically, we would have to continue seeking an 'equitable system.'"

"What has to be done—and has begun through communications from the CNO to all flag officers—is to ensure that we are realistic in our marking. Time and effort has to be spent on each evaluation written. They have to be accurate and reflect all facets of the individual performance. Unfortunately, this is not always the case today."

Q: *What can an evaluator do to ensure that a truly outstanding individual gets credit for genuinely deserved outstanding marks?*

A: "Everything about an outstanding individual indicates that he or she is, in fact, outstanding—it's evidenced by an entire naval career, not just one evaluation. Any individual deserving a superior evaluation will have the service record to sustain it and this will be noted at advancement time regardless of how many of his peers have inflated marks."

Q: *Recently the Navy increased time-in-service and time-in-rate requirements for advancement. Is this the start of a trend that will eventually have Navy people spending much more time in grade?*

A: "No, I wouldn't say that. Population growth in the Navy has bottomed out and we will be working with a fixed number of people for the foreseeable future; therefore, the Navy can only have so many petty officers and chiefs. Present policies may seem hard-nosed and cold to young hardchargers—and I guess they are—but they are still absolutely required. Yes, it's going to take longer to advance, but it's necessary if we are to continue to offer any advancement opportunities."

Q: *Why did you increase the number of billets for senior chiefs at the Army's Sergeants Major Academy at Fort Bliss?*

A: "The Sergeants Major Academy is, in my estimation, the finest school in all the armed forces specializing in senior NCO training. The Navy has no counterpart whatsoever, though I hope we will someday."

"Originally we had a quota of six senior chiefs who could attend, but with the Army's cooperation and the



approval of CNP, we increased that number to 16 and added a master chief to the school's staff. I want our senior chiefs—the cream of the crop—to attend the academy because the managerial expertise they stand to gain is unsurpassed."

Q: *Other than the Sergeants Major Academy, what is the Navy doing to ensure that as a member's rank increases, his leadership ability is commensurate?*

A: "The Navy is looking into a program of leadership/management development for its petty officers. It will probably outline a career pattern for enlisted people and culminate with a CPO academy. All of this is being examined closely and I believe we will have such a program."

Q: *With the elimination of NESEP, it seems to some enlisted people that the Navy is offering an increasing number of educational opportunities to officers and fewer to enlisted members. Does the Navy want enlisted people to seek commissions?*

A: "All of the armed forces are directed to receive the majority of their commissioned officers via their respective service academies and various ROTC programs. Because of this, programs like NESEP are considered by some as nice to have but terribly expensive and, therefore, not required. I don't foresee any substantial changes in this as far as enlisted people are concerned."

"Frankly, the opportunity for an enlisted person to

advance into commissioned status is not as good as it used to be and probably won't get better as long as we have a fixed force strength. I'm not saying the Navy doesn't want enlisted individuals to become officers—most certainly they do—it's just a much tougher evolution now than it once was because, in part, there are only so many LDO and warrant officer billets. However, the primary routes to a commission—the Naval Academy and NROTC—are open to enlisted applicants. BOOST and the Naval Academy Prep School exist specifically to help personnel who may need some academic preparation to qualify."

Q: *There seems to be a large number of E-5s and E-6s leaving the Navy before retirement. Are we losing too many trained petty officers?*

A: "Whenever we lose one, I think we are losing too many. The Navy is concerned about the exodus of individuals in the 8- to 12-year service range. What's causing it? Foremost, in my opinion, is the uncertainty of the future. The petty officer and his family don't feel they are on solid ground when it comes to benefits—what's good today may be gone tomorrow."

"The second factor is crisis management by local commands—abrupt changes in policy, unnecessary inspections, etc. This creates turmoil for individuals and their families when coupled with the hardships associated with deployments. We've got to control this and give our people a sense of consistency more so than is currently being done."

"The third thing—and this is my own observation—is



that an individual has a bad day or week and makes an emotional decision to get out. All too often, he finds that the grass is not greener and regrets his decision."

Q: *Why did the Navy recently issue a new set of grooming standards with specific emphasis on hair and beard length?*

A: "It seems the problem—at least for some—was that our grooming standards were couched in terms people could not enforce. I don't really believe that, but the complaints and recommendations coming into our office indicated that supervisors wanted the regulations written so there would be no doubt in anyone's mind as to what constituted a neatly groomed appearance. Therefore, it was all spelled out in inches.

"I believe our grooming regulations were clear and if 'unenforceable,' it was because petty officers, chiefs and division officers didn't expend the effort to enforce them. The only effect of the 'new grooming standards' was to take the old 'neatly groomed appearance' and define exactly what that appearance is."

Q: *What kind of feedback have you received on the CNO's plan to bring back the bells?*

A: "Enthusiastic."

Q: *Were bell-bottoms brought back for sentimental reasons on the Navy's part?*

A: No, it wasn't a sentimental decision. The main reason was that Navy people, especially younger ones, wanted the

old-style uniforms like their dads had worn. This is a good indication of the weight enlisted people carry when their views are presented to the CNO and he acts on them out of concern for them. He felt it was a good idea and I think the right decision was made."

Q: *What has been the reaction of Navy women to recent changes in their uniforms?*

A: "Their reaction overall has been overwhelmingly positive. Of course, I still run into some who don't like the new uniforms as much as the old, or they don't like certain features, but generally it has been well received. As to the maternity uniform, women have indicated to me that they thought it should have been approved long ago.

Q: *Why hasn't there ever been a Navy-wide woman Sailor of the Year?*

A: "I am sure that women will soon become very competitive in this competition though the number of female E-5s and above is limited. This year there were some women in hot contention within their individual communities and some did become local Sailors of the Year. I'm sure it won't be long before one of our Navy-wide Sailors of the Year is a woman, and rightly so."

Q: *Is erosion of benefits a real problem and, if so, what can Navy people do about it?*

A: "Too often the erosion of benefits is only imagined. The media build to a peak of negativism; this causes an emotional response by Navy people. Some things perceived as 'lost' are later sustained when Congress reviews them. Thus, Congress is not always the 'bear,' but is in fact supportive much of the time. Other agencies—IRS, HEW, for example—are involved in the 'take away process' too, so don't automatically blame Congress.

"However, Navy people should be concerned—we have had benefits taken away. The overall responsibility for this rests on our shoulders as well, because we have the privilege of voting and writing our Congressman to indicate concern when there are issues affecting Navy people. If we use this avenue and let our feelings be known—and felt at the ballot box—this would engender a genuine concern for us by our elected officials."

Q: *Considering the erosion of benefits, increased TIS and TIR requirements, and high inflation gobbling low pay raises, what is your assessment of morale in the Navy?*

A: "Your question would seem to require a negative response, but, in reality, morale is pretty doggone good. It's because of positive leadership, an effective chain of command, and our people's feelings that their problems, hopes and ambitions are important to those in command. I really believe morale is excellent."

Q: *What are the "intangible benefits" of a Navy career which you so often mention?*

A: "They are an individual thing, but generally they include the daily challenges the Navy offers, travel and adventure, friendship among shipmates—you know there is



just no value you can assign to friendship—a feeling of belonging to something important, pride in service and country. Additionally, you will normally not find concern for the individual in civilian life like you find in the Navy.”

Q: *What is the status of the sea pay proposal?*

A: “I wish I could paint a bright picture about sea pay, but I can’t. It’s a stated CNO objective to get sea pay and he and the Secretary of the Navy are putting forth a great effort. The bill is currently within the Office of Management and Budget and we have not, to my knowledge, made the progress I had hoped in getting it through OMB and into Congress. We are having difficulties; I hope they will be resolved in the near future.”

Q: *How come only 15 per cent of those eligible for government housing in the United States are getting it?*

A: “I know government housing—Navy housing—is full. All of the armed forces are severely constrained because the largest source of housing for any military community is the civilian market. The armed forces never intended to house all military families in government quarters—it simply cannot be done within the legal constraints imposed.”

Q: *Why do you think a significant number of Navy people wanted a military union?*

A: “I think those who desired a union felt they were not being represented before our elected officials in the manner they felt they should have been. Because the CNO and CNP are military officers, people may have felt they were constrained. To them, therefore, a union seemed to be the answer.

“Here again, no union could represent the armed forces without being able to assure elected officials that 100 per cent of their constituency voted. So, again, the key is to vote.”

Q: *How successful has the Fleet Readiness Improvement Program been and how has it affected shore establishments?*

A: “FRIP has been extremely successful and our ships are 100 per cent manned. In all candor, quite a few exceeded the 100 per cent mark; there seemed to have been a reluctance to want to tell BuPers ‘Turn the spigot off, we’re getting too many people!’ However, shore establishments were affected—the same job had to be done with far less people and it was done. Now the ‘spigot’ to the fleet is off and it is conceivable that shore establishments will be back up to above 90 per cent manning by October 1978.”

Q: *What effect has energy conservation had on meaningful training and, in turn, fleet readiness?*

A: “I would have to think that there has been an adverse effect, but readiness hasn’t been affected to the point that some people would like to think. The Navy is trying to get in as much at-sea training as possible within allotted resources. Additionally we now have refined the art of

synthetic training—trainers and ‘fast cruisers,’ for example—to supplement underway training. Synthetic training is meaningful and real to participants. We’ve made great strides in maintaining readiness in this fashion.”

Q: *How serious is the alcohol/drug abuse problem in the Navy?*

A: “We have a serious problem. However, I don’t believe



there is any segment of society trying more diligently to correct the situation nor is there one with a finer alcohol rehabilitation program than the Navy’s. We don’t hide the alcoholic and he or she is no longer stigmatized by exposure. In the last E-7 Selection Board, for example, the recovered alcoholic’s chance for advancement was the same as that of his non-alcoholic peers. So we’re doing a good thing with our alcohol program.

“One thing people who criticize alcoholism in the Navy don’t realize is that many youngsters coming into the Navy already have a heavy drinking habit. After two years, the individual’s consumption has often decreased due to Navy educational efforts. We didn’t cause the problem, but we are doing something to correct it.

“In the area of drug abuse—I’m excluding alcohol here for discussion purposes—we’re not making as much significant progress as we have in alcohol rehab. I don’t know if this is because of society’s outlook on so called soft drugs, or what. Still we have to keep a tight rein on the entire alcohol/drug picture. We simply can’t afford to have individuals who are not in full control mentally and physically—there’s too much at stake.”

Q: *What can married Navy people—both of whom are in uniform—do to better their chances of getting husband-wife duty?*

A: “A married couple should immediately file their Duty Preference Cards. The woman should note on her card that she is married to PO2 ‘X’ stationed at US Naval Station, or whatever; the man should do the same thing. Their two

detailers will make every effort to station them geographically close together. There will be separations though, just as there are when sailors are married to civilians. Some separations could be avoided, however, if married military personnel informed their detailers of their status in the proper manner—via the DPC.”

Q: *Now that the Coast Guard is sending women to sea, will there be a similar change in Navy regulations?*

A: “That’s a decision that will have to be made by Congress. I think women can be useful in billets at sea. The Navy needs greater flexibility of assignment than it currently has since its female population has been steadily increasing.”

Q: *What about joint service marriages—can they hope to be stationed together?*

A: “In all honesty, I have to say it would be based on pure chance. That’s an almost impossible detailing problem to overcome.”

Q: *Does the Navy stress the importance of an informed dependent community?*

A: “I don’t think anything could be said to overemphasize the importance of an informed dependent community. Recently the Navy held a retention conference; one main

topic discussed was how to keep dependents informed. We have got to do better in this area and Navy-wide efforts are being made to improve the situation.”

Q: *Can we expect Navy commands to call dependents together regularly to inform them and field questions?*

A: “Many commands already do this—especially before deployments. All commands should do it.”

Q: *What is the purpose of the Petty Officer Quality Control Review Board and does it operate as envisioned?*

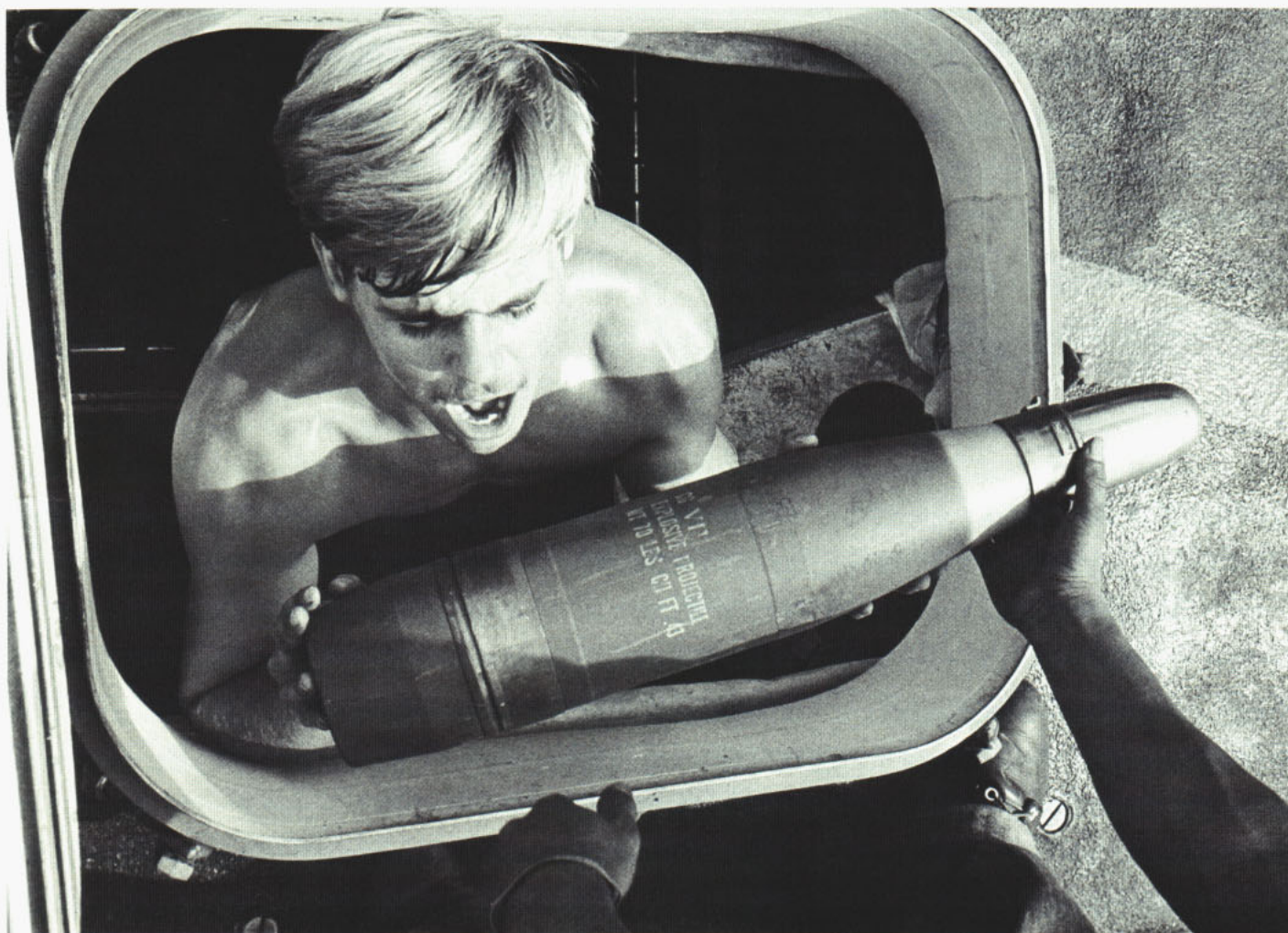
A: “The board’s purpose is to ‘weed out’ individuals who are not responsible petty officers. I can say with absolute confidence that the board is doing an excellent job and I believe they will become even more effective.”

Q: *In what areas does the Navy still need to devote more time and attention?*

A: “If I had to single out one area needing the most total improvement, I would cite leadership/management training. We are looking into a program to correct this.”

Q: *Finally, what quality is essential to a person desiring to make the Navy a career?*

A: “The most important quality or qualification is that the individual must personally—deep inside—like the Navy. If he does, he will probably achieve success.” ↓



Rights & Benefits

Travel Opportunities

People join the Navy for many reasons, not the least of which is an opportunity to travel. "Join the Navy and see the world" beckoned the old recruiting posters and they're just as true today as then. Choose a place, any place, anywhere, and chances are the Navy is already there or goes there regularly.

Navy people serve in every state and in just about every country in the free world. There are more than 3,000 Navy activities ranging in size from small recruiting stations scattered across the nation to great naval complexes like Norfolk, Va., and San Diego, Calif. There are billets to fill in ships, submarines, aircraft, at shore stations, the South Pole and even in foreign navies. If traveling is your bag, the Navy can fill it.

O.K., your bags are packed and you're ready to go—what next? If you know exactly where you want to go and nothing is going to change your mind, get the word to your detailer in Washington, D. C. Do this by completing a Duty Preference Form (NavPers 1306/63), available from your career counselor or personnel officer. You should submit a revised Duty Preference Form whenever there is an important change in your personal status—such as a change in number of dependents—and, of course, whenever your duty preferences change.

The Duty Preference Form is a key element in the Navy's computerized duty assignment system and it tells your detailer where you would like to be stationed (listing first, second and third choices). Sometimes, the type of duty or the location you requested is not available, but, in all cases, your preferences will be given every possible consideration.

Suppose, though, your bags aren't packed, but you would really like to go somewhere if you only knew where "somewhere" could be? Take a closer look then at some of the Navy's travel and duty assignment opportunities:

- **The Guard Program—Guaranteed Assignment Retention Detailing**—it's a go-where-you-want-to-go program that comes complete with a written guarantee that you'll go there if you meet the requirements and agree to reenlist for a minimum of four years. To qualify, you must be a top performer in one of the eligible ratings—CREO group A, B or C.

First term Navy people eligible for Guard receive a letter from their detailer about six months before their EAOS in which they are offered a number of assignment options. This is your chance to pick your own assignment, any place from your hometown to an exotic foreign city. In the event

your duty choice is not available or cannot be approved, every effort will be made—before you reenlist—to find a duty station that meets your personal requirements.

It's not only for first termers either; second term members interested in Guard assignments are invited to apply. Talk over the possibilities with your detailer and then complete the necessary applications.

- **U.S. Naval Support Force in Antarctica**—This sea duty is worth double credit and gains an Antarctic Service Medal, not to mention the challenge of being part of the task force supporting long-range scientific programs carried out under the auspices of the National Science Foundation. Other benefits include early advancement, if eligible, and a seven-day rest and recreation period at Christchurch in New Zealand. After your one-year tour, you also get reassignment benefits—that could well mean any available duty assignment you choose.

If you're interested, have your career counselor check chapter nine of the Enlisted Transfer Manual and BuPers Notice 1300 of 8 April 1977 to see if you qualify.

- **Overseas Assignment**—You can't see the world unless you go there and an overseas assignment gives you an opportunity to see part of it firsthand and at your leisure. Chapter four of the Enlisted Transfer Manual spells out the qualifications required for each billet and indicates tour lengths and obligated service necessary. If you think you qualify for an overseas assignment, the next step is to complete a Duty Preference Form or Enlisted Special Duty Request Form, available from your career counselor.

- **Overseas Homeporting**—If you would like to serve overseas, but are not eligible for shore duty, you might consider duty with a ship, aircraft squadron or staff which is homeported overseas. You can bring your family and, currently, almost all enlisted rates and ratings have an excellent chance for transfer to overseas homeports.

Currently, there are fleet units homeported in the following locations: Gaeta, Italy; Guam, Marianas Islands; Holy Loch, Scotland; La Maddalena, Sardinia; Naples, Italy; Rota, Spain; Subic Bay, Republic of the Philippines; and Yokosuka, Japan.

Procedures to follow to get a transfer to an overseas location are outlined in BuPersInst 1300.40A. Your career counselor will explain the qualifications and provide any help necessary to arrange a transfer at your rotation date or EAOS.

Travel is something most people want, but few can afford to go to the places of their dreams. In the Navy, you can see the world or any part of it you desire. The opportunities are here—why not take advantage of one today?



Regatta Revival

Regatta Revival

BY JO3 FRANCIS BIR

There was an old warehouse at the Naval Reserve Center in New Rochelle, N.Y., that needed a good cleaning. It had stuff in it that hadn't been touched in years. One of the items there was a big, ugly, old trophy made of bronze and silver, dating back to 1907. It was a sailing trophy

1907. That is, nobody saw it till several months ago when Commander Bill Burns, commanding officer of the reserve center, found it.

When word spread, Commander Larry Miralia, a reserve officer at the New Rochelle center, who is also acting commodore of the Long Island Sound Naval Sailing Association, thought it would be a good idea to



that hadn't seen the light of day in over 60 years.

The last entry on its tarnished plate named the New York Naval Militia, Battery "B," as the winner of the Naval Militia Sailing Cutter Trophy regatta. That was in 1916.

Battery "B" won that race in a two-masted, wooden long boat. The rules of the race allowed for the teams to row their boats if the wind died down to less than 5 knots.

After the last race in 1916, the trophy was stowed away; the sailors went off to join in the "Great War."

That was the last time anyone saw the trophy that had originally been a major prize in the Larchmont Race Week since the regatta was started in



*Photos by
CDR Thomas J. Dufficy*



put the trophy back in circulation. So, with support from the Naval Sailing Association, the Larchmont Yacht Club, and the Ensign Burke Chapter of the Naval Reserve Association acting as the race committee, the regatta was on.

Teams were invited from all over the United States. Naval attaches at the foreign embassies were contacted



Regatta Revival

and invited to sail in competition.

Among the 18 teams entered in the races were those from the Royal Navy, the Canadian Navy, the U.S. Air Force, the Naval Academy, the New Zealand Navy and local reserve units from the greater New York area, as well as other active and reserve Navy teams. The Larchmont Yacht Club provided 15-foot "Blue-jay" racing sloops.

Three races were held on a very sunny Saturday in July. It was a perfect day for sailing, with northwesterly winds gusting to 25 knots. Two reservists from USS *Harlan County* (LST 1196), LT Drew Bisset and BM3 Dexter Alderezzio, won the honor of being the first to have their names inscribed on the old trophy in more than 60 years by winning the best of three races. They wound up

with a record of two firsts and a second.

Second place was taken by representatives from the Norfolk Naval Sailing Association. And the third place winner was the man who arranged the whole thing, CDR Larry Miralia.

After the races, the Larchmont Yacht Club sponsored a clam bake for the participants and guests. The whole affair was considered such a success that the Naval Militia Sailing Cutter Trophy Regatta will be continued indefinitely.

Next year the sponsors hope to invite 10 teams from foreign navies and 10 from the U.S. Navy. Sailors interested in joining next year's regatta and getting a chance to have their names added to an old relic should contact CDR Larry Miralia, Commodore, Long Island Sound Naval Sailing Association, c/o Navy and Marine Corps Reserve Center, 270 Main St., New Rochelle, NY 10801. ⚓



Information Exchange

Q. *The Defense Department now has a modern jet airlift force, supported by commercial air companies in time of an emergency. Does the Navy still need to maintain a sealift force?*

A. Between 1964 and 1973, more than 74.5 million measurement tons (40 cubic feet per ton) of dry cargo were sealifted to Southeast Asia, as were 16 million long tons of petroleum products. Some 400,000 troops were also moved by sea in the early phase of that war. More than 95 per cent of the entire volume of supplies delivered to Southeast Asia moved by ship. This will be true in any future emergency, a fact illustrated by the war in the Middle East. Airlift and sealift are not competing modes of transport. Airlift can deploy troops quickly and move high priority equipment. But, the huge volume necessary to maintain a deployed fighting force requires ships which have a far greater capacity than aircraft.

Q. *I have signed up for a correspondence course that is VA approved, but I'm having second thoughts about the course. If I cancel, am I liable for the contract?*

A. A contract for enrollment must be affirmed by the student more than ten days after the contract was signed. If more than ten days has expired and you have signed the affirmation agreement, you can be charged for a portion of the course.

Q. *I have a \$10,000 National Service Life Insurance policy. It is a term contract and the premium escalates every five years. The cost is becoming prohibitive. Are there any options available to me?*

A. You may convert your term policy to a permanent contract. In addition to a stabilized premium, your policy will accrue a cash value.

Q. *What is the Board for Correction of Naval Records (BCNR) and what exactly does it do?*

A. BCNR is composed of high-ranking civilian employees of the various bureaus and offices of the Navy Department and from Headquarters Marine Corps. BCNR can be petitioned for the correction of any naval record in order to correct an error or to remove an injustice. Cases reviewed include requests for corrective action involving the removal of officer fitness reports, removal of enlisted evaluations, review of unfavorable discharges, review of physical disability retirements, review of nonjudicial punishment, crediting of constructive service, entitlements to reenlistment bonuses, corrections to dates of rank, etc. Upon review of all the documentary evidence of record pertaining to the

alleged error or injustice, the Board may deny an application without a hearing, recommend relief without a hearing or set the case for a hearing. Hearings are based upon documented evidence and the burden of proof rests with the applicant. Applications for correction of naval records under the provisions of Title 10, U.S. Code, Section 1552 (DD Form 149) may be obtained by writing the Board for Correction of Naval Records, Department of the Navy, Washington, D. C. 20370. See BuPersMan, 5040200, for further information.

Q. *How much can I actually save by shopping at the Navy Exchange?*

A. Retail price surveys show that customers can save between 20 and 25 per cent by shopping at their Navy exchange. The Navy Resale System Office in Brooklyn, N.Y., develops this information by conducting semiannual price comparison surveys between Navy exchanges and commercial stores; price surveys are conducted in the spring and fall of each year. Exchange prices on 150 items are compared with local commercial prices. Results of a 1976 survey, published in July, show that Navy exchanges provided a savings of 21.9 per cent when compared to average retail prices charged in commercial stores.

Q. *How are alternates for advancement selected?*

A. Alternates are selected for advancement in paygrades E-7 through E-9 only. About 16 months before the final increment of an advancement cycle, the number of people needed to fill the anticipated vacancies in each paygrade is determined. Since this is an estimated number, a proportionate number of alternate candidates are picked for each rate and paygrade. The selection boards first identify those primary selectees who will be advanced during the advancement cycle. The boards then select the alternates. It is important to note that all individuals on the primary list must be advanced before any alternates may be considered for advancement. And, depending on how many vacancies exist when the primary selectee numbers are compared with the total authorized Navy end strength for each paygrade, the alternate list may be executed in whole, in part, or not at all. In addition, alternate selectees are advanced first in the most undermanned rates. Finally, alternates that are not selected for advancement during the particular advancement cycle are no longer eligible for advancement, but must be reselected by a subsequent selection board. J.

It works at Lakehurst

BY BUD SHARKEY

"In 30 days, you can be sober for the rest of your life," said Lieutenant Peter R. Churins, a 10-year Navy veteran and director of the Counseling and Assistance Center/Alcohol Rehabilitation Drydock (CAAC/ARD), at the Naval Air Engineering Center, Lakehurst, N.J.

Churins has been director for two years, long enough to become enthusiastic about the program and long enough to attest to the Navy's need for it.

"We are treating 20 to 30 people a month for drug abuse and alcoholism," he said. His clients come from Lakehurst's many commands, the Naval Weapons Station, Earle, N.J., Brook-

lyn and Philadelphia activities. "About 20 per cent come in voluntarily for assistance, the rest are sent, ordered by their commands for screening and, if necessary, treatment.

"A person does not necessarily have to be willing to enter the program, that's a common misconception. What some don't realize is that the individual is under the influence of a drug, and if you get him into a drug-free environment for a period of time his bodily systems change, and his attitude, therefore, changes. Regardless of whether or not they want treatment, a certain percentage will get better."

That philosophy seems to be producing results Navywide. Seventy per cent of the Navy personnel treated for alcoholism, for example, are successfully rehabilitated and restored to effective duty. "The program is going strong because we are putting a product back into the Navy," Churins said.

While treatment is important within the CAAC/ARD framework, it shares a dual function with diverse counseling and education provided by staff members, or arranged with local community experts. "We're in business to offer drug and alcohol counseling, and to help people with personal problems. Ours is multi-faceted treatment, we're trying to treat the whole person," Churins said.

"For example, last March we worked closely with the Navy Regional Medical Center clinic in sponsoring a physicians' education project on alcoholism, in conjunction with the University of Pennsylvania and the Physicians' Education Training Project." More than 100 military and civilian physicians attended.

"Approximately every six weeks we run a drug and alcohol education course open to all military commands within our district. We recently completed a three-day course for training collateral duty counselors at the Naval



Air Development Center, Warminster, Pa., and a three-day exemption representative course for Destroyer Squadron Thirty in Philadelphia."

Three times weekly, Alcoholics Anonymous meetings are held at the CAAC/ARD; ALANON and ALATEEN groups meet weekly.

According to the National Council on Alcoholism, ten million Americans suffer from the disease of alcoholism, and the alcoholic is often the last person to recognize the sickness.

While it is possible for someone—an active duty, Reserve, or retired service man or woman, civil service employee or dependent—to seek and receive assistance, most alcoholics do not identify themselves as such and, therefore, must be ordered into treatment. Churins said, "It's the supervisor's responsibility to get the man into screening. It's available and it works. But the sooner we get the individual, the easier it is to treat him."

Treatment is generally a 30-day program that begins with a medical evaluation. Churins stressed the medical personnel are an important part of the entire program and, in addition, they also are often the first ones to identify alcoholics and drug abusers and begin the treatment process.

"Currently we are running drug and alcohol abusers together in a self-awareness group which meets for an hour or two each day," Churins said.

The group part of the program is designed to give clients a wider perspective of their situation by interac-

tion with other clients.

A major thrust of the program is to provide the clients the tools they need to create and then maintain a recovery program. A nurse lectures on proper diet and nutrition. A medical officer explains the medical impact of drug and alcohol abuse. Security and Navy investigation service personnel outline the legal ramifications of abuse.

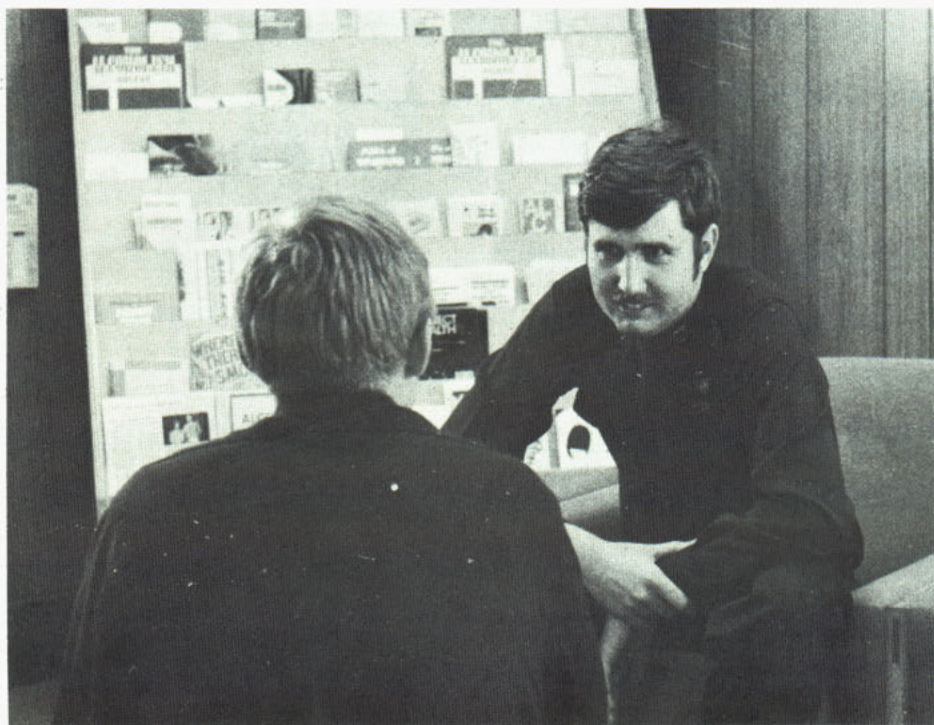
"We see Alcoholics Anonymous as the best long-term program there is. It gives them a personal contact—they're not alone," said Churins.

Are the different forms of counseling important to the alcoholic and members of his family?

Statistics show that 40 per cent of cases reaching family court in the United States involve alcoholism. As many as 40 per cent of delinquent children, too, are the products of families which are headed by an alcoholic.

Trained Navy people, usually career-designated petty officers, conduct the CAAC/ARD treatment—they are all volunteers who must successfully complete tough Navy schools. At Lakehurst, the lieutenant strives to provide his staff with experiences to build their skills and supplement their classroom training. His staff includes Chief Aviation Boatswain's Mate (Launching and Recovery) Frank Cox, Builder 1st Class Bill Barchett, Hospital Corpsman 2nd Class Walter "Mickie" Finn, Seaman Paul Ronan, and Miss Joy Groetzinger.

"This isn't an easy job," Churins said, "but it's tremendously satisfying. It shows that the Navy can effectively take care of its own. A lot of the program is just simple human concern, one person for another."



The staff is in the business of helping people.

It works for one man

Jack is an alcoholic, high-school dropout, drug abuser, product of a broken home, and the father of a child he has never seen, by a woman who is not his wife. Jack is only 18.

A common theory is that alcoholics and drug abusers aren't born; they're

created. Family problems, hostile environments, financial chaos, and a myriad of personal problems become too much to cope with. Alcoholism is the symptom that becomes the problem. Jack is a living example.

His parents divorced when he was

14. With his mother, he moved from Atlanta, where he had been using and dealing in marijuana, to Tampa. There he became involved with a woman 11 years his senior. He quit school. On his eighteenth birthday, he enlisted.

"After I got out of boot camp," he

said during an interview at the Lakehurst Counseling and Assistance Center/Alcohol Rehabilitation Drydock, while still in treatment, "I started thinking the service wasn't for me; I started drinking real heavy." He went over the hill but got a second chance and was reassigned to a school. But he didn't learn his lesson and went UA again. This time, he was ordered to the CAAC/ARD for screening as a possible alcoholic.

"The first couple of weeks at the drydock, they couldn't get me to do anything. Then they started to straighten me out. They tell you it's *your* life. If you're trying to fool somebody, you're really just fooling yourself."

Jack hasn't had a drink for a month. "I've been going to Alcoholics Anon-

ymous meetings almost every night. I just don't need booze anymore. I found out from associating with different kinds of people that you don't have to be high to have fun.

"They have a beer machine in the barracks. I can walk up to it, stand beside it and it doesn't even bother me. All it takes is the will to change; that, and help from other people."

Jack says he's been getting plenty of help from CAAC/ARD staff members and some of his military superiors, along with civilians from the local community. "I know people I can call for help at any time."

Jack still has problems and he admits it. "Lots of people still think they can order you to quit and you can quit. Well, it doesn't work like that. Alcoholism is a disease."

He expects he'll be watched closely if he's allowed to stay in the service. He expects any future trouble to come from people who have problems themselves with alcohol. "However, I'm able to see other peoples' problems, now. I've been through it."

His personal problems weigh heavily on his mind. "I've got an 18-month-old son I have never seen. I've been thinking about him a lot since I've been here."

Jack seems confident that he can go in a positive direction from this stage. If allowed to stay in the service, he says he'd like to get an equivalency diploma, and possibly work toward a college degree. "If I get the opportunity, I know I can do it. People are starting to see how I'm getting squared away."

"The cost is worth it"

Today, there are two answers to that old refrain, "What do you do with a drunken sailor?" You can give him the minimum treatment required under the law, perhaps help him straighten out his seabag and then politely—but firmly—show him the door.

Or you can try to identify the problem drinker early, get him into a comprehensive alcoholism treatment program and, hopefully, return him to duty fully recovered and likely to remain that way.

The Navy likes the second approach. Indeed, three large Alcohol Rehabilitation Centers (ARCs), three Alcohol Rehabilitation Services (ARSs), 17 smaller Alcohol Rehabilitation Units (ARUs) in designated naval medical centers, and 56 local command Alcohol Rehabilitation Drydocks (ARDs) including aircraft carriers are all working to make this method of dealing with alcoholics a success.

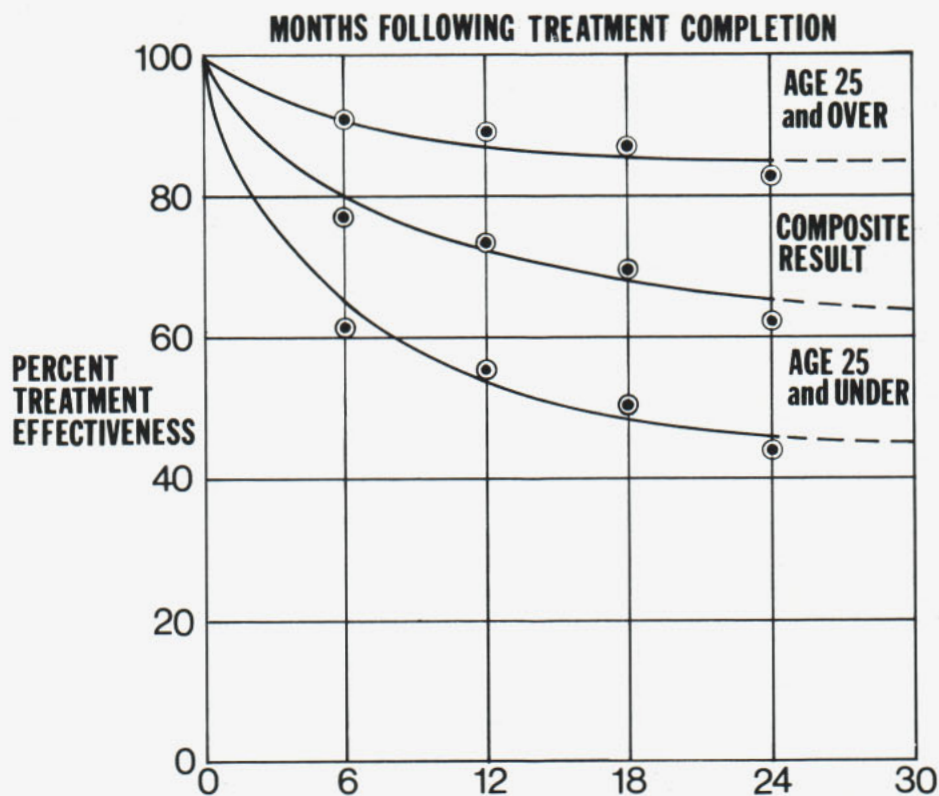
The Navy likes this approach because it is also the human approach: helping out your fellow sailor in trouble. But it is also very expensive.

Last year, more than 17,000 active duty Navy and Marine Corps personnel were treated at these various alco-

hol rehabilitation facilities. It cost the government \$22.6 million (including patients' pay while in rehabilitation) to treat the 5,077 *resident* patients of these facilities. The other alcoholics

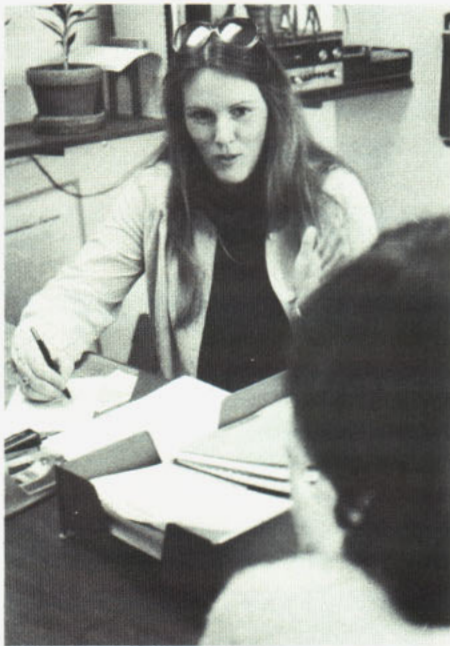
were treated as either outpatients or nonresidents.

Since about 95 per cent of the alcoholics treated to date have been enlisted, the study focused on this group



of people and, specifically, upon the enlisted who received residential treatment—which generates higher costs than nonresidential treatment.

This is not to suggest the Navy's economic problems of alcoholism are only in the enlisted community. Expansion of the study into the officer corps would show an increased value of the Navy Alcohol Prevent Program. For example, the successful rehabilitation of a naval aviator with 1 to 10



Counseling dependents.

years since designation represents a savings of \$65,000 to \$400,000, depending on costs of undergraduate pilot training and readiness training for type and model of aircraft.

It is to the Navy's advantage that these people get back on the job. But since the Navy cannot assume alcoholism rehabilitation as a primary mission and because military money is tight and likely to stay that way, the Chief of Naval Personnel commissioned a private research firm to find out if the money spent is worth it.

The results of this recently released study show it would have cost the Department of the Navy \$49 million if these alcohol-dependent personnel were discharged. Instead, the \$22.6 million spent on rehabilitation resulted in a \$26.4 million net savings by cost avoidance. In addition, substantial numbers of skilled, experienced Navy and Marine Corps personnel were re-

tained on continuous active duty.

The study, which spanned a two-year evaluation period, also took a look at how effective the Navy's alcoholism rehabilitation efforts are, what happens to the alcoholic sailor and what can be done to further increase the Navy's ability to economically treat and return the alcoholic sailor to duty. Some of the findings of that study:

- The alternative of arbitrarily discharging diagnosed alcoholics and replacing them with new personnel is 2.2 times more costly overall than the present alcoholism rehabilitation program. Most important, the advantage of rehabilitating career personnel with 5 to 15 years service is almost 6 to 1. In other words, for every dollar spent in treating a 5 to 15 year career person, six dollars are saved in terms of potential future years of service by those career personnel.

- Treatment effectiveness for age group 26 years and over is 83 per cent. For those 25 and under, the effectiveness rate is 44 per cent. Effectiveness is defined as: "If at the 24 month point subsequent to treatment the individual is, 1. performing as well as, or better than peers, 2. recommended for promotion, 3. recommended for reenlistment (or has received an honorable discharge if no longer on active duty)."

- Before treatment, alcoholics have a sick day rate three times higher than the average Navy-Marine Corps service member. The rehabilitated member's sick day rate equals the Navy-Marine Corps average.

Based on these and other findings, the study recommended:

- Stressing early identification programs to increase the chances of treatment success and to reduce the strains placed on the health care facilities for in-patient treatment. This early identification program should allow non-medical personnel, like supervisors, to spot alcoholism problems like declining work performance, domestic difficulties, indebtedness, traffic and other civil offenses, and military offenses such as disrespect, insubordination and unauthorized absenteeism. In the medical area, the report recommends lab tests for alcohol abuse be accomplished at

induction, and during reenlistment and annual physical examinations.

- Educate management levels regarding the characteristics, costs and other effects of the disease of alcoholism and alcohol abuse.

- Reexamine the several types of alcohol treatment available to determine which is most effective for each segment of the alcoholic population. For example, the Navy Alcohol Safety Action Program (NASAP) may be more effective with the younger abusers who can benefit from the 36 hours of concentrated remedial education instead of formal alcoholism treatment.

The study noted that the Navy's treatment methods are generally similar among the different types of facilities. Treatment is a combination of the best multidisciplinary medical technology, professional and paraprofessional counseling, and use of Alcoholics Anonymous. There is also the ability to vary the treatment to meet individual needs.

The 12,000-plus outpatient and non-resident alcoholics received effective treatment at less cost to the Navy. This is not to say all alcoholics should be seen on an outpatient basis. The severity of alcohol abuse among some dictates they be placed in a controlled hospital environment if recovery is to be effected.

The study confirms what Navy planners have felt for some years. The program works well, is cost effective, is legally and humanely sound both for the Navy and the sailor, and enhances readiness by keeping experienced people on the job.

Alcohol abuse problems in the United States are a \$42.75 billion a year hangover. By conservative estimates, alcohol abuse in the Department of the Navy results in an annual \$360 million to \$680 million economic loss. In light of these figures, and, given that an alcohol abuser on the job endangers not only himself but his fellow workers, the image of the happy-go-lucky "drunken sailor" takes on a serious edge. He's not funny or witty or pleasant to be around and while he may be trying to prove to himself that he is a "he-man," he is really a hazard and a serious liability.

The 'Lakes' Has it All Together



BY LT DONALD R. NONTELLE

Great Lakes? You've just called your detailer and he said, "Great Lakes!"

You are frantically thinking, "Me? . . . Orders? . . . Great Lakes? . . . That cold, frozen winter wasteland? Home of 0500 reveilles, double timing, shaved heads, toe-to-heel, and constant fatigue? That Great Lakes?!"

Because of this challenging, even gruelling experience, your image of the "Lakes" may not be the fondest. Yet there is much more to Great Lakes than Boot Camp. The facilities and services on base and the surrounding area offer such a wide variety of activities that Great Lakes surely has a lot to offer.

Great Lakes is on Lake Michigan, 18 miles south of the Wisconsin state line and less than an hour's drive from either Milwaukee or Chicago.

Since its inception, the "Lakes" has had the distinction

of being the most prolific supplier of trained talent to the fleet. As the largest naval training center in the world, the base has produced more than 3 million graduates, including—each year—more than 30,000 recruits and 26,000 students of the Service Schools Command.

Living conditions at service schools are superior for trainees and instructors at the "Lakes," with some of the newest BEQs in the Navy.

While attached to one of the 20 commands, Navy personnel have a great opportunity to work on an advanced degree through the Navy Campus for Achievement (NCFA) program. Several late afternoon and evening courses are offered on base by College of Lake County, Roosevelt University, and Southern Illinois University. Within driving distance are Northwestern University in Evanston, Pepperdine University, the University of Wisconsin-Parkside, and several others.

One of the first contacts made by arriving personnel is with the housing office staff.

The Director of the Housing Department and a veteran of 17 years at Great Lakes, A. L. Bradley, notes, "We understand the trauma of moving and have empathy with our customers."

Bradley supervises more than 2,200 housing assets on over 500 acres of land (including 150 mobile home spaces). That exceeds one-third of the area of the base. The housing



ranges from two-bedroom, multiple dwelling apartments to four-bedroom, brick, split levels.

Although some housing is as old as 25 years, extensive remodeling is an ongoing process. Says Public Works Executive Officer, Commander J. A. Westcott, "Our program is bringing the older buildings up to the standards of our new housing. We've done a pretty good job so far."

As might be expected, there is a waiting list for housing, though it isn't as bad as some other bases. To help offset this problem, the Housing Referral Office, also under Bradley's direction, coordinates more than 12,000 units of property with area real estate agents.

Undoubtedly, even before settling in, the Navy Exchange (NEX) will be one's first stop. The main exchange is the fourth largest in the continental United States, and ranks seventh worldwide. Profits in 1976 totaled \$1.8 million, a large portion of which is funneled into the base consolidated welfare and recreation fund. Other exchange services include a uniform shop, optical shop, personalized services center and check-cashing windows.

With the great success the Exchange has had serving its clientele, plans are now being made to build an even larger main exchange, to open by late 1980.

The lament, "there's nothing to do here, so I'll just sit," is far from applicable at Great Lakes.

The challenge here is in which of the many activities should one participate.

Intramural sports constitute the largest part of Special Services activities; competition includes softball, golf and basketball. Constitution Field, recreation area on Mainside (or the main base), has several ball diamonds and an adjacent horseshoe pitching rectangle.

Nearby are two buildings for gymnastics, boxing, indoor tennis, and racquetball. There are even facilities for judo and karate along with a sauna.

Within the confines of Mainside lies perhaps the most pleasant surprise on the base—excellent boating facilities. Slips can be rented for power craft and sailboats alike. Special Services has a "fleet" of 41 craft for hire, anything from a 14-foot Sunfish to a 22-foot Catalina, or even the pride of the fleet, the 36-footer, "Stormy."

There are two pools on base, one of which is indoors, for all-weather use, though perhaps the largest indoor

participation sport is bowling. The base has two smaller lanes, and a new 32-lane house, which sports a billiard parlor.

The competitive aspect of recreation is not the only thing stressed through Special Services at the "Lakes." Recently moved to Camp Barry is the Arts and Crafts Center, where talents in ceramics, lapidary, candlemaking, leather tooling and copper finishing can be developed.

Nearby are the do-it-yourself areas for ham radio enthusiasts or woodworking hobbyists.

For the car buff, there is a 30-stall service building in the Forrestal Village housing area.

There is also a flying club, with access to two planes at Waukegan airport; a rod-and-gun club; and a teen club.

Special Services excels in services, too. From the recreation gear locker, roller skates, fishing gear, cross-country skis and other sports equipment can be checked out. Special Services coordinates off-base tours to such places as the Holland, Mich., Tulip Festival in May and excursions to Milwaukee and Chicago.

One other welcome and essential service performed by Special Services is the Child Care Center. The supervisors are proud of their programs for infants, pre-schoolers and early school-age children.

Chicago, with the Museum of Science and Industry, the Cubs and the Bears, is just a 40-minute drive from the "Lakes."

Or, there's Milwaukee with the Brewers, Bucks, German food and, of course, beer.





Waukegan, the largest city in Lake County, is a good fishing port and combines industry with the beauty of city parks. Also nearby is the fascinating Great America, a family-theme park with discount tickets available at Special Services.

For more nature-filled recreation, there's the Chain of Lakes State Park, about 25 miles northwest, or the Illinois Beach State Park, just north of Waukegan.

Dental Technician 2nd Class Frank Bruton, fresh from his last station in San Diego, described his new surroundings at the "Lakes"; "My last duty station was nice, but . . . the change of seasons, the beauty of the Lake, and the challenge of my new job make this tour an exciting prospect." ⚓

Bearings

Mechanical Eyeball

The human eyeball is probably the most important single system in any Navy aircraft.

In spite of all the sophisticated systems available to them, the pilots dodging SAM missiles over Vietnam soon learned they could usually outmaneuver the missiles they could see. It was

the SAM they couldn't see that hurt. The crew of any Search and Rescue aircraft can attest to the importance of good visibility, also, so can the individuals who have been rescued.

The Naval Air Test Center at Patuxent River, Md., recognizes that clear, constant visibility for the crew is extremely important in any aircraft design, so Pax River engineers have

developed a unique instrument to evaluate just how much visibility any aircraft offers its crew.

It's called FOVEA, Field of View Evaluation Apparatus. A relatively simple device, FOVEA consists of a television monitor, table-top computer and an XY plotter. Just as important, FOVEA's small size, portability and low cost make it a very important and cost-effective addition to the test and evaluation capabilities of the Naval Air Test Center.

Basically, FOVEA is a television camera mounted on an adjustable rack which can be mounted in any crew-position on any type of aircraft. The camera is then adjusted to the exact "design eye position" and programmed to provide information on just how well the crewmember can see.

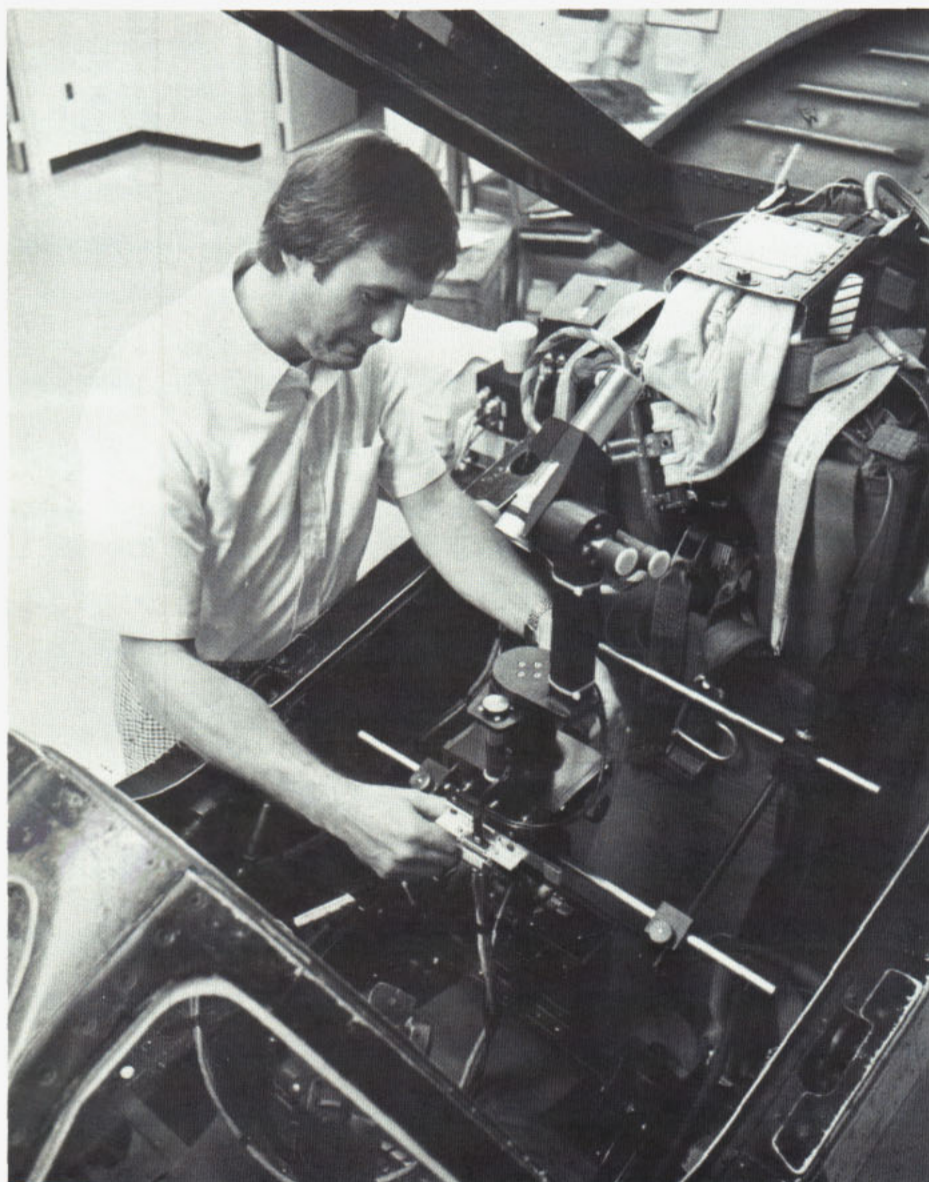
As the camera sweeps around the cockpit windshields, it records any interior or exterior obstruction which hinders the pilot's view. The obstruction might be an instrument placed on top of the instrument panel, or the refueling probe extending out from the aircraft, or even the aircraft's nose.

Once the XY plot is completed, it serves as an aircrewman's field of view "fingerprint" of that aircraft. This quantitative data, along with the subjective data gathered from crewmembers, becomes a base for evaluating all future work on the aircraft which might affect the crew's external vision.

3,000 a Minute

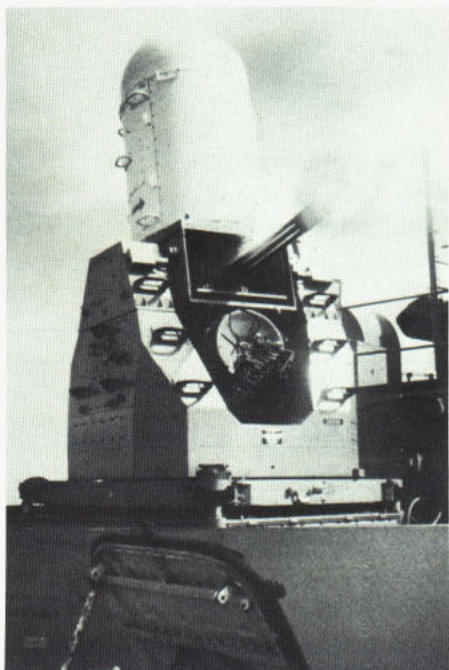
The *Phalanx* radar-controlled, close-in missile defense system was successfully tested aboard USS *Bigelow* (DD 942), and approved for service in the fleet by the Chief of Naval Operations in late August.

Phalanx incorporates an automatic



Gatling gun and self-contained radar system. It is designed as a last line of defense against antiship missiles and fires 3,000 rounds a minute. *Phalanx* has completed technical and operational evaluations which tested its accuracy and reliability.

During evaluations, *Phalanx* consist-



ently exceeded performance standards set for the system, and in one test measuring reliability, it registered four times the needed score. In another test measuring accuracy, *Phalanx* engaged 35 out of 35 test targets.

Phalanx's major technical achievement is a closed-loop radar spotting system which simultaneously calculates the location of both the threatening platform and its projectile. With this information locked in, *Phalanx* automatically directs a stream of projectiles throughout its firing burst onto the enemy targets.

It is expected that *Phalanx* will be delivered to the fleet in 1979.

Anchors Awry?

USS *Tattnall* (DDG 19) recently lent a helping hand to two neighbors in distress while moored in Ville-Franche, France.

The Officer of the Deck, Chief Gunner's Mate Richard Engel, was the first to sight a 110-foot yacht drifting toward *Tattnall*. The *Welsh Liberty*, a pleasure yacht from Cardiff, Wales, was dragging anchor and inching steadily toward *Tattnall*. Engel learned from *Welsh Liberty*'s captain that she couldn't reset her anchor because of a broken winch.

Lines were attached and *Welsh Liberty* was brought alongside. Then, Senior Chief Machinist's Mate Ira Howell, Machinist's Mate 2nd Class Charles Jarvis, Chief Boatswain's Mate Stanley Gains and Chief Master at Arms James Jones repaired *Welsh Liberty*'s anchor winch by jury rigging a patch of leather around the winch's brakeshoe and adding plenty of "elbow grease."

When the yacht had reanchored, *Tattnall*'s Chief Petty Officers' Mess hosted *Welsh Liberty*'s crew for lunch.

In turn, Commander Thomas Head, *Tattnall*'s commanding officer, accepted an invitation for dinner aboard *Welsh Liberty*.

But that was hardly the end of *Tattnall*'s "helping hand" program—the next day a distress signal was heard from *Conqueror*, also a Welsh pleasure yacht. Anchor trouble again, *Conqueror*'s anchor had become entangled in chains from the buoy to which *Tattnall* was moored. As the wind blew *Tattnall* around on its mooring, the ship moved slowly but steadily toward *Conqueror*.

Once again the alarm was sounded and *Conqueror* was pulled alongside. This time, repair work was accomplished by *Tattnall*'s hull technicians, who cut the yacht's anchor free.

Later, 15 children and their parents from *Conqueror* were given a tour of *Tattnall*. When *Conqueror* got underway later that day, many smiles, waves and friendly words passed between the rails of both ships.

While enjoying a stop on the French Riviera, *Tattnall* was ready, willing and able to lend a helping hand.



Bearings

Three-Time Winner

For the third consecutive year, Naval Air Station Alameda, Calif., has won the Self-Help Bronze Hammer Award. The award is presented annually to those commands working to improve the quality of Navy life through Self-Help.

Construction Battalion Unit 416 (CBU 416) provided the technical expertise and supervision. The station's Self-Help division provided a portion of the manpower during the past years on such projects as a picnic area shelter, fishing pier, parking lot security tower, renovation of the enlisted club and theater, and improvements to barracks.

In conjunction with the air station's new Fleet Recreation Center, CBU 416 and Self-Help graded playing fields, installed a sprinkler system, erected backstops, paved tennis and basketball courts and completed extensive landscaping.

Although it's nice to receive a pat

on the back for a job well done, CBU 416 and Self-Help personnel are not resting on their laurels. The rumble of heavy equipment, pounding of hammers and clanking of pipes continues as the program moves on to other projects.

Nightmare Ended

It was after midnight. When one of the cars in a caravan of friends traveling from Gardena, Calif., to San Diego developed mechanical problems, they all pulled over into the safety lane of the freeway to help.

Mrs. Merrilee Kjar stopped her station wagon, put on the emergency flashers, and leaving her seven-year-old son Michael sleeping in the back, went over to find out how long the repairs would take.

Then with almost nightmarish slowness, another car crashed into the back of the station wagon. The vehicle burst into flames immediately.

Mrs. Kjar ran back and tried desperately to free the trapped child. Senior Chief Engineman James L. Brotemarke assigned to Assault craft Unit 1, Naval Amphibious Base Coronado, Calif., and Aviation Antisubmarine Warfare Operator 1st Class Leslie J. Johnson, Air Antisubmarine Squadron 38 at San Diego, came to her aid.

They pushed the mother out of harm's way, then seconds before the automobile's gas tank exploded, Johnson reached in and pulled young Michael from the flames, burning his own hands and right foot in the process.

A year later, Michael, who received third degree burns over 45 percent of his body, was recovered enough to watch his rescuers receive the Navy and Marine Corps medal for "... courageous and prompt actions in the face of great personal risk. . ."

Louisville Is O.K.

A surprise July inspection of a new training system at the Naval and Marine Corps Reserve Center (N&MCRC), Louisville, Ky., resulted in a "well done and congratulations" to the reserve community from the Chief of Naval Reserve Vice Admiral Pierre Charbonnet.

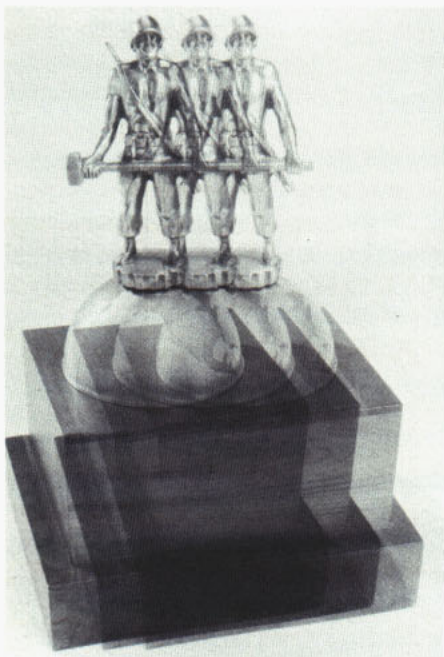
The system, approved on a one-year pilot basis for the Naval Reserve Readiness Command Region Nine headquartered in Memphis, Tenn., places a strong emphasis upon individual ratings and functional team training. N&MCRC Commanding Officer Lieutenant Commander J. A. Franklin operates the system similar to a fleet training center. Commanding officers of all units drilling on a particular weekend provide trainees to rating group classes and functional team evolutions for professional development and general military training.

Despite the adjustments required in a training program of this size, Franklin said, "The system is working well and accomplishing what it is designed to do—provide trained reservists to supplement the active naval forces in time of emergency."

VADM Charbonnet obviously agreed when he sent a message to the center which said, "If Louisville were a sea-going command, we could, without reservation, state, 'They've got their ship together'."

Gilmore Remembers

Combining a port visit to the French Riviera with ceremonies honoring World War II veterans, the submarine tender USS *Howard W. Gilmore* (AS 16) recently visited Theoule-Sur-Mer at the invitation of the French government.



Gilmore, commanded by Captain Dean R. Sackett Jr., and homeported in La Maddalena, Sardinia, represented the U.S. Navy in honoring the World War II landing in France of the 36th Infantry Division. The division, aided by Allied naval forces and the French Resistance movement, landed in August 1944 at Le Dramont during Operation Dragoon.

Two ceremonies actually took place—a wreath was placed at the Theoule War Memorial, and *Gilmore* and the French support ship *Rhin* (A 621) took part in a wreath ceremony at sea.

Aboard ship, Capt. Sackett said, "The platform this day is not just for the casting of a wreath upon the waters in memory of our valiant dead, but is a visible reminder of perseverance and vigilance—a challenge that we are bound to keep."

While a rifle salute rang through the air, Capt. Sackett and the mayor of Theoule-Sur-Mur cast a wreath into the sea in memory of the men who died on the beaches of France 33 years ago.

Continuous Training

A few months ago, the U.S., along with several other nations and with appropriate air and surface ship support, landed over 5,000 Marines from four NATO nations on a beach in Turkey. In the Ionian Sea southeast of Italy, a carrier strike force including American and Italian forces, battled against a variety of sea, air and land threats, while across the globe, in the Northern Marianas, a Navy and Marine Corps amphibious assault team invaded the island of Tinian.

Meanwhile back on the homefront, the Second Fleet trained off the East Coast with a Royal Navy task group.

On the West Coast, the Third Fleet, with Canadian support, held anti-submarine, anti-air and electronic warfare and surface gunnery exercises.

Don't worry, it's not World War III. These exercises were just a few of the many the Navy participates in each year to develop fleet tactics and provide continuous training.

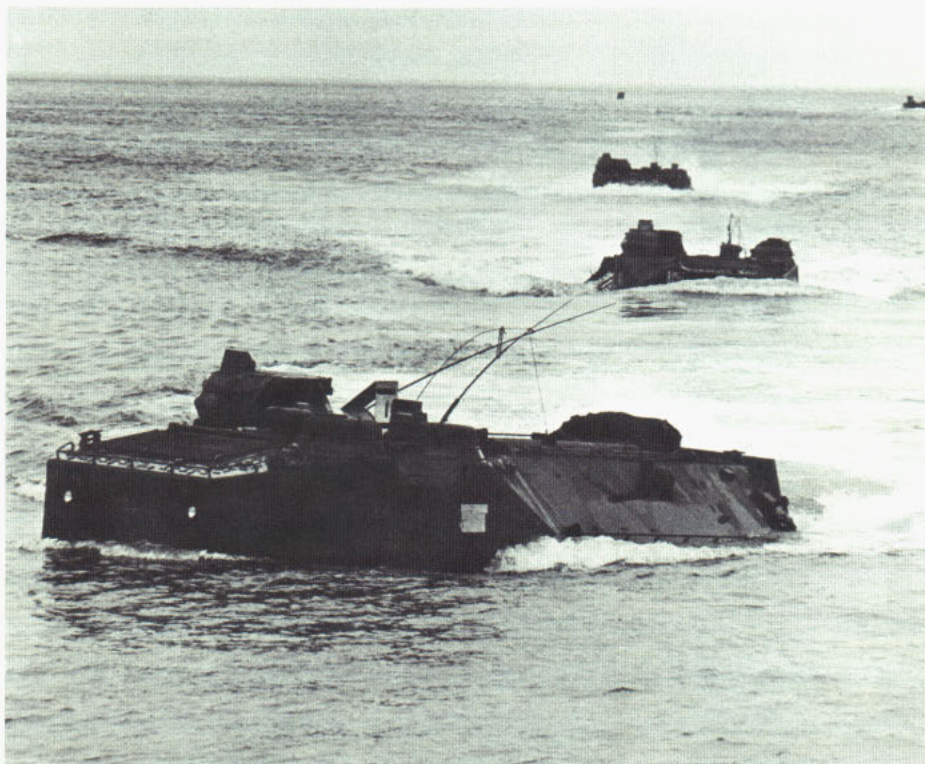
The amphibious exercise in Turkey was **Display Determination 77**, involving air, land and naval forces from the U.S., Italy, Greece, Portugal, Turkey and the United Kingdom. The operation, held each fall, not only provides important training, but also demonstrates NATO solidarity and the ability to defend and reinforce the southern flank of Europe.

Nearly 30 vessels from the U.S. and Italian Navy participated in **National Week XXIII** in the Ionian Sea. The week-long naval maneuvers, covering more than 25,000 square miles, were

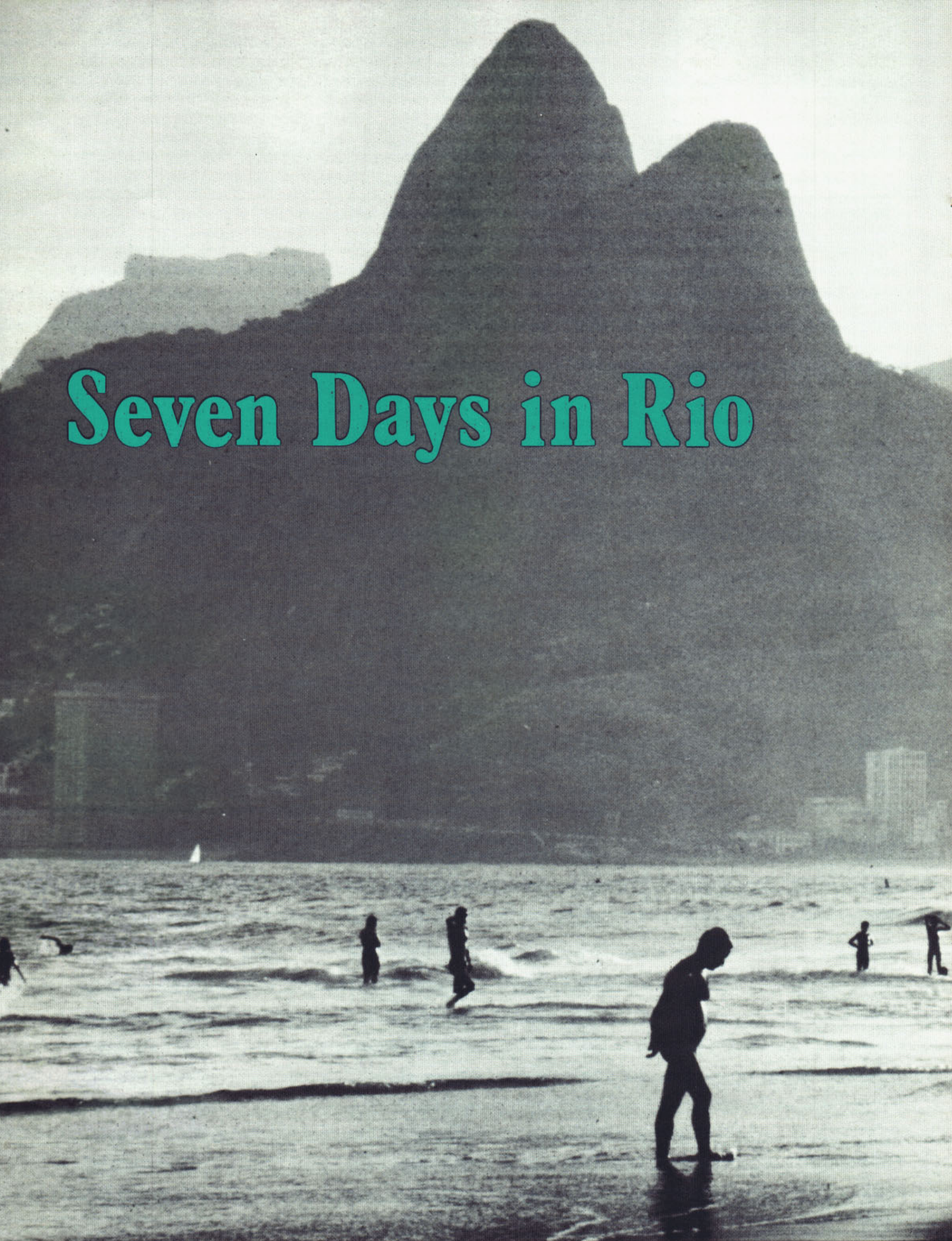
designed to test the ability of a carrier striking force to conduct offensive operations while dealing with a variety of enemy surface, subsurface and air threats.

The mini-invasion of Tinian was part of another exercise—**Quick Jab X**. The team tested the Quick Jab concept of a rapid assault on an objective to destroy its usefulness to an enemy. For example, if an enemy had a radar or missile site that prohibited a large-scale attack, a Quick Jab team could come in to neutralize the site.

On the East Coast, twenty Atlantic Fleet ships, several aviation units and a Royal Navy task group conducted the last in a series of six combat readiness exercises labeled **COMP-TUEX 77** (Composite Training Unit Exercise). A similar exercise, held on the West Coast and called **Varsity Sprint**, involved Third Fleet and Canadian ships. ⚓



Seven Days in Rio

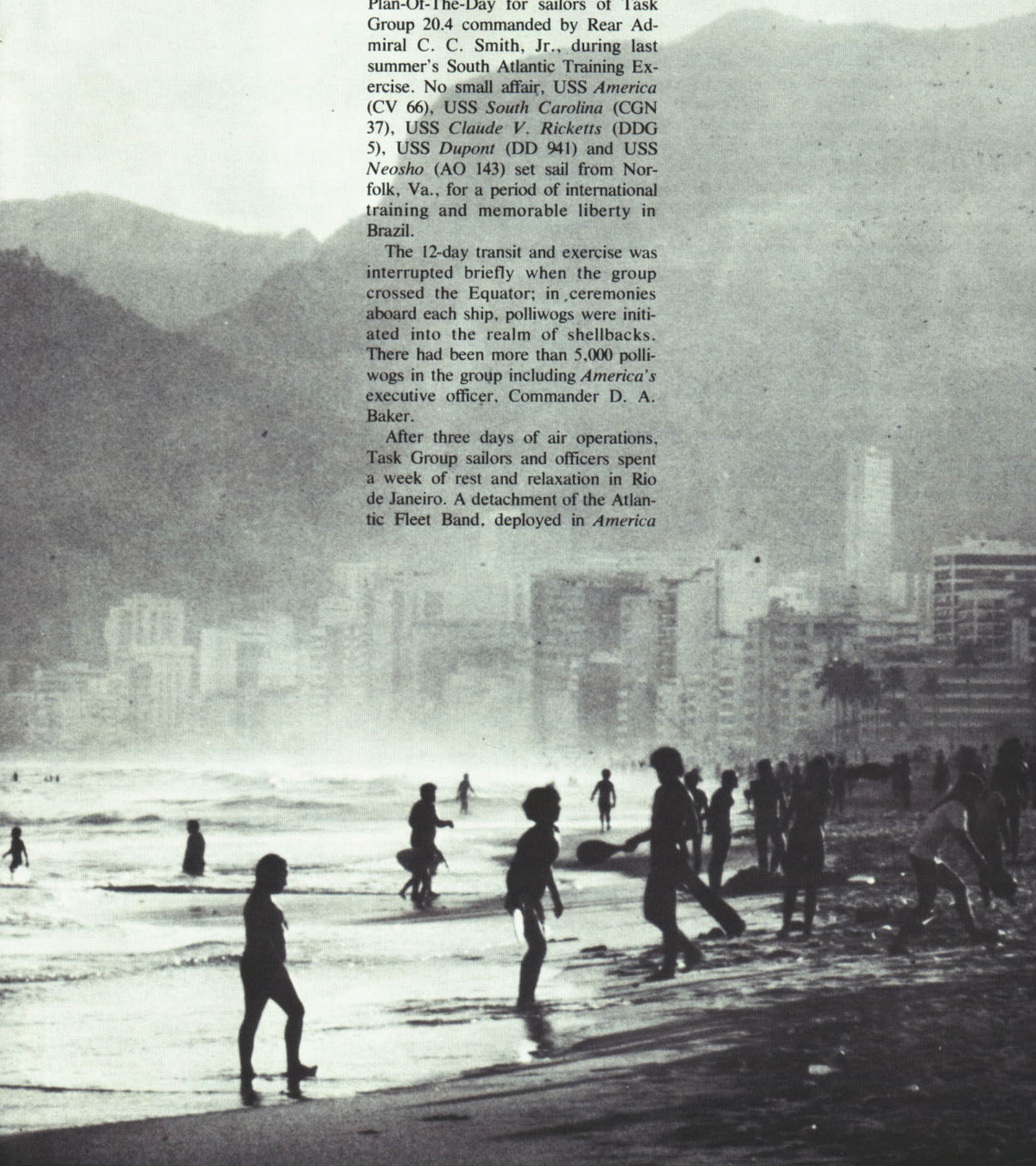


BY JO2 BOB LEONARD

Flight ops, vertreps, unreps, and numerous tactical exercises were the Plan-Of-The-Day for sailors of Task Group 20.4 commanded by Rear Admiral C. C. Smith, Jr., during last summer's South Atlantic Training Exercise. No small affair, USS *America* (CV 66), USS *South Carolina* (CGN 37), USS *Claude V. Ricketts* (DDG 5), USS *Dupont* (DD 941) and USS *Neosho* (AO 143) set sail from Norfolk, Va., for a period of international training and memorable liberty in Brazil.

The 12-day transit and exercise was interrupted briefly when the group crossed the Equator; in ceremonies aboard each ship, polliwogs were initiated into the realm of shellbacks. There had been more than 5,000 polliwogs in the group including *America's* executive officer, Commander D. A. Baker.

After three days of air operations, Task Group sailors and officers spent a week of rest and relaxation in Rio de Janeiro. A detachment of the Atlantic Fleet Band, deployed in *America*



and directed by Lieutenant John D. Fluck, proved to be an excellent goodwill tool, playing many concerts in the Brazilian cities of Salvador and Rio.

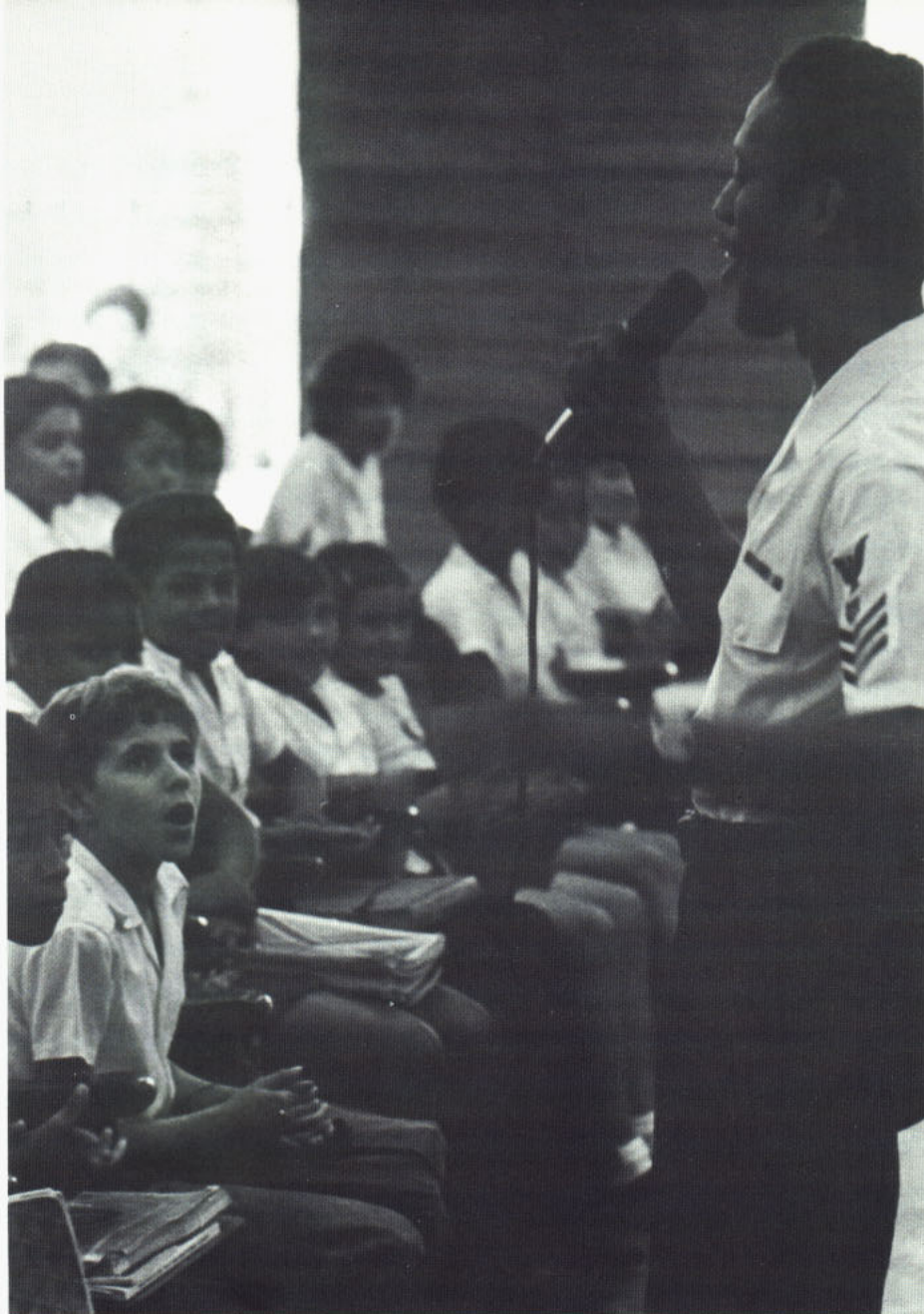
The Fourth of July was celebrated with an Open House on *America*, with some 1,000 local guests aboard for the traditional American picnic of hot dogs and hamburgers. Later, American residents of Rio hosted the sailors to an evening on the beach complete with fireworks.


Liberty over—now back to work and four days of operations with the Brazilian Navy. Intensive at-sea drills with three Brazilian destroyers and two Brazilian submarines were conducted in antisubmarine warfare.

Some forty top-ranking Brazilian Air Force and Navy commanders observed the joint exercises, including Admiral R. S. Espellet, Commander of Naval Operations and Lieutenant General R. A. Carrao, Commander Tactical Air Command of Brazil.

After the exercises were completed and the United States ships were on their way home, the Task Group Commander, RADM Smith, put out a message to all hands which stated, "In my experience, never has a group this large conducted themselves so properly in an overseas port."

While most of us dream of Sugarloaf, Copacabana Beach, Ipanema, and the other wondrous things to see in Rio de Janeiro, the sailors of TG 20.4 can say, "I was there!" ⚓





Sailing the Sargasso

BY DR. JOHN W. FOERSTER

Many Navy people have sailed for pleasure. Few, though, have experienced the conditions of "grandfather maritime" on long sea voyages—a feat diluted by the seas of time.


As an oceanographer, however, I took a research cruise closely approximating those conditions; I was Chief Scientist aboard the research vessel *Westward*.

A 125-foot stay-sail schooner with auxiliary diesel power supplementing 7,000 square feet of sail on twin masts, *Westward* is basically a quiet ship—an oceanographer's dream vessel. We were not to benefit from bow thrusters or cycloidal propellers to maintain our station. Instead, we had to schedule sampling activities to suit sail adjustments and underway "steaming" conditions.

Watered, bunkered with fuel, food stowed, and armed with technical equipment, we set sail. With less than 24 hours at sea, the wind backed to the Northeast, the seas rose and we came abreast a force "9" gale—a genuine nor'easter that lasted two days. *Westward* was set to the wind and her sails down hauled with only the main-sail reefed for stability.

Roll increased as pitch magnified. All hands held on—some unsuccessfully to their meals—and many tried to keep their equilibrium by clinging tenaciously to memories of wild roller-coaster rides. Eventually, though, the seas did settle as the wind moved to the western quarter. The jib topsails and fisherman were hoisted aloft while the mainsail was unreefed. We altered course for a diagonal trek across the Sargasso Sea.





Lab facilities, sleeping quarters and messing areas were cramped—each mile left us with an increasing admiration for “Old Navy” tars. Under way across the Sargasso Sea, we expended bathythermographs to obtain temperature profiles, collected plankton with high speed tows, and took water samples to test for salinity and nutrients.

Daily regimen was broken by a short liberty in Bermuda; then we headed south out of the westerlies, across the horse latitudes and into the trade-winds. Each day the rising temperatures made life below decks less bearable. Once palatable food became less appetizing though the cook labored untiringly in the hell heat of the galley.

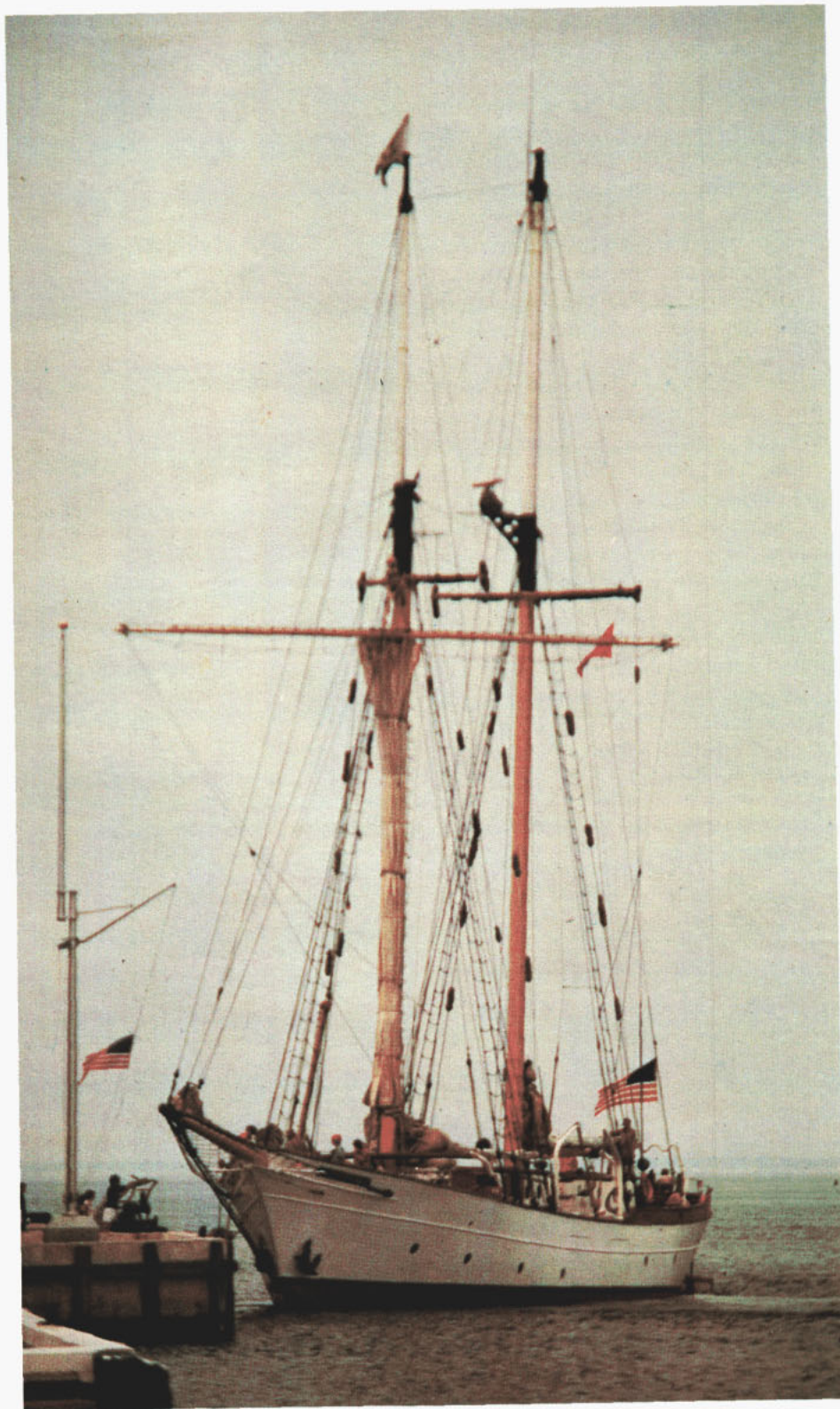
Sailing westward along the 22 degree latitude line, we celebrated the nation’s 201st birthday with food and song—some salt-water showered for the event while others took a four-knot scrubbing in the bosun’s chair.

Sixteen days after setting sail, our voyage ended at Woods Hole, Mass.—we had covered 3,000 miles with only a few hundred under diesel power. (→)

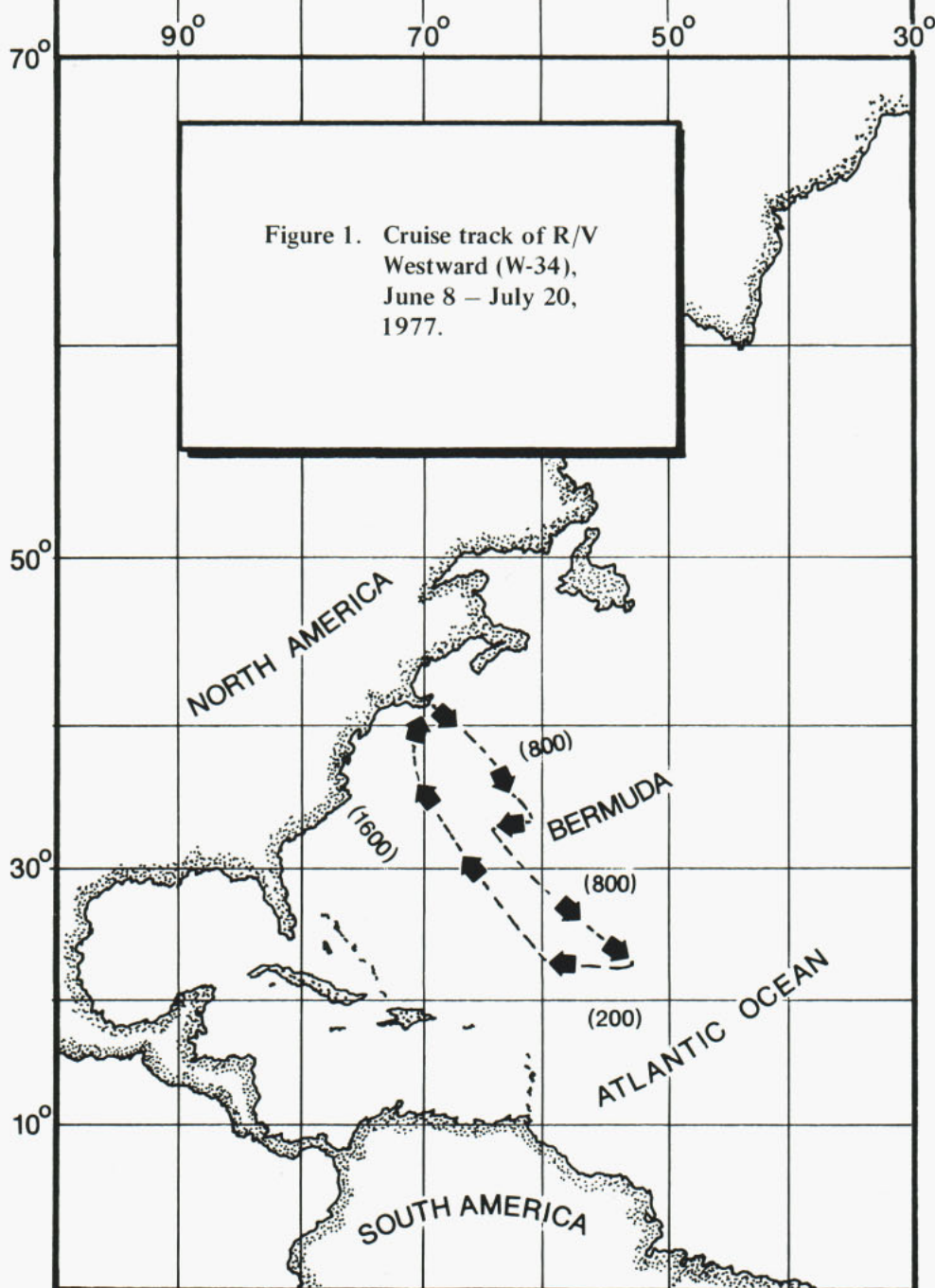


We had experienced the sea as had the first oceanographers. We knew the heat of the tropics, the gales of temperate latitudes, the problems of taking hydrostations, the "how-to's" of taking a fix with a sextant and maneuvering through passing squalls in the trades.

Now, each of us treasured some secrets of survival perfected by old salts but rediscovered by ourselves. Bolstered with better understanding, I look forward to my next oceanographic cruise—on another motor sailer. ⚓



Sargasso Sea



The author, John W. Foerster, holds a doctorate in marine science from the University of Connecticut. He teaches in the Oceanography Department at the Naval Academy, instructing in general, biological and chemical oceanography and supervising the department's lab and oceanographic vessel.

He has been employed by the David Taylor Ship Research and Development Center, working on antifouling compounds in the center's environment and fire-fighting section.

This past summer, he was chief scientist aboard R/V *Westward*, operated by the SEA Education Association and the Office of Naval Research. This was the first time diagonal transects south of Bermuda had been accomplished in connection with a study of temperature profiles and plankton distribution across the Sargasso Sea.

Grains of Salt

Perry reopens trade with Japan

By LT Tom Davis

Thousands of astonished, yet curious people—inhabitants of a tiny island nation which had ignored the world and its progress for more than 200 years—lined the shore and watched as an American naval officer ordered four ships to anchor in Tokyo Bay on the afternoon of July 8, 1853. Commodore Matthew C. Perry, commanding a squadron of two steam-powered men-of-war and two sailing frigates, had arrived to reopen trade with the Empire of Japan.

No sooner had the anchors been dropped than two cannons were fired from a nearby fort, signaling the



general alarm as they had done many times during 215 years of complete isolationism.

No foreigners could enter the country legally. No foreign vessels were allowed to call at a Japanese port or land people on her coast. No Japanese subjects could leave Japan. Even Japanese seamen, unfortunate enough to be shipwrecked on a foreign shore, could not return for fear they would spread foreign ideology. Consequently, the Industrial Revolution had not reached the empire and, as late as 1850, steam engines, factories, telegraph lines, modern firearms and large ships were unknown to the island populace.

Many attempts had been made by European nations

to open trade with Japan but all had failed, as did early American attempts. The most significant American effort before Perry's was made in 1846 by Commodore James Biddle. He, however, made the mistake of becoming too familiar and friendly and so "lost face" with the Japanese who ordered him never to return.

The next American officer to visit Japan was Commander James Glynn in 1849. His mission was to return to the United States 15 shipwrecked American seamen who were being detained on the island. Behaving quite unlike Biddle, he sailed his ship straight through a cordon of Japanese guard boats.

Glynn threatened to begin shelling Nagasaki—the port city holding the sailors—if the Japanese did not immediately release their captives. The confused Japanese, not expecting threats of violence from Americans after their experience with Biddle, quickly delivered their prisoners and Glynn departed.

Once back in the states, Glynn reported to the Navy Department that the time was ripe for a serious American attempt to open Japan. Secretary of the Navy W. A. Graham selected Commodore Perry, the younger brother of Oliver Hazard Perry of Lake Erie fame.

Given orders in March 1852, Perry sailed his small fleet into Tokyo Bay in the spring of 1853 and anchored at its mouth. He was soon besieged by Japanese guard boats which tried to send boarders onto the American ships. They were greeted by American pikes and cutlasses and the Japanese gaped in disbelief; such disrespect was unexpected from foreigners. Perry was prepared to avoid the type of behavior that had resulted in the failure of the Biddle mission. He had decided "... to demand as a right, and not to solicit as a favor, those acts of courtesy which are due from one civilized country to another. . . ."

After much ceremony and delay, Commodore Perry agreed to receive the governor of Uraga aboard his flagship *Susquehanna*. Arrangements were made for the commodore to deliver a letter from President Millard Fillmore to a high-ranking official of the Japanese central government in Tokyo, who was to deliver it personally to the mikado, or emperor.

On July 14, 1853, amid unprecedented pomp and ceremony on both sides, Perry presented the Chief Executive's letter and promised to return the following spring for a reply.

Thank You , Londonderry

BY JOI CHRIS CHRISTENSEN
AND RMI HOMER TREAT



Secretary of the Navy Frank Knox, left, leaves the Londonderry Chapel during a World War II tour of the facility.

U.S. Naval Communication Station, Londonderry, Northern Ireland, recently lost the battle to technology and closed down. But before the oldest, continuously operated U.S. Navy facility in Europe locked the door, sailors and civilians gathered to reminisce about their common Londonderry experience.

You see, something special had happened at Londonderry. "I'm old enough to remember when the first Americans came to Londonderry at the beginning of World War II," said one resident. "I was a lad of 13 and I was quite frightened of them.

"But time proved that the strangers absorbed our ways. Many of those strangers became husbands of our city girls."

"Husbands of city girls" notwithstanding, the U.S. Navy and the people of Londonderry began a love affair in those early days of World War II that ended when the last sailor left in September.

"I, too, remember when they first came here," said a woman resident. "There was cheering that echoed across the water as the ships anchored. The Doughboys looked so proud and confident as they stepped ashore. They marched very quietly because they were wearing crepe-soled shoes. Oh, it was a grand time, it was."

The woman spoke of that day in World War II and the arrival in Ulster of the first U.S. Expeditionary Force to Europe, Jan. 26, 1942. Nine days later, the U.S. Naval Operating Base, Londonderry was commissioned.

"Of all the military from many countries who passed through or were stationed in Londonderry during World War II, the Americans were the most popular," said another resident. "In



The first contingent of Red Cross nurses to staff the Londonderry Red Cross Club.

the years since the end of the war, the links between the American Navy and the city have been strong and permanent."

During the early days, those strong and permanent links were forged within a shroud of secrecy. Rumors flew round-the-world about a secret American naval base being constructed in Northern Ireland. Those rumors were kept smoldering by the presence of American contractor personnel in Londonderry. Little information leaked out, however. Under that air of secrecy Navy engineers and American contractors were busy chalking up an impressive wartime construction achievement.

"They were hell-raisers when they weren't working," said one Irish old-timer, "But they surely worked the same way they played."

The morning after America's official declaration of war, the 3,000 local workers arrived at work amid a few changes. "It was very shocking," said a former employee. "We arrived the next morning and found most of the civilian contractors—who we thought were civilian contractors—walking around in U.S. Navy uniforms. And

that wasn't all! The vehicles' license plates had been changed from Royal Navy to U.S. Navy."

Military personnel continued to pour into Londonderry. On June 15, 1942, what was believed to be the largest single unit of troops ever to cross the Atlantic landed in Northern Ireland. With it came a contingent of Red Cross nurses to staff the first American Red Cross Club overseas.

Then, with the German occupation of France cutting off the southwestern approaches to Britain, Allied planners saw the need for a larger station to support the upcoming Normandy invasion. In February 1943, a U.S. Navy Seabee Battalion arrived. They expanded the base to include several well-dispersed camps, a hospital, supply depot, ammunition dump, fuel depot and ship repair facilities for Allied ships when the Normandy landings began.

But that successful invasion also marked the beginning of the end of World War II in Europe and, accordingly, the men assigned to Londonderry started to be transferred.

By January 1947, the base was all but decommissioned. Only two U.S.

Navy officers and three enlisted men remained. But only just. They had shipped their personal effects and were booked on an evening flight when they learned the base at Londonderry had been granted a reprieve. It was to be reopened as a communication facility.

The facility played an ever increasing and expanding role in communications throughout the 1950s. The base provided high frequency radio support to the U.S. Navy, NATO fleets and U.S. merchant ships in the eastern and northern Atlantic. On July 19, 1961, the growing responsibility resulted in the facility's upgrading to U.S. Naval Communication Station Londonderry.

Growth continued through the '60s resulting in the Londonderry site becoming one of the most modern communication stations in Europe.

Then, in the mid-'70s, technological advances in communications such as the use of satellites, spelled the final end for Londonderry. A decision was made to incorporate the communica-

tion capabilities of the Naval Communications Unit in Thurso, Scotland, with those of Londonderry. The site at Thurso was chosen for the purpose which predestined the end of Navy presence in Ireland.

It was sad news for the people of Londonderry. "The Americans in Derry reminded people that NATO has not been just a far-off name," said a local editor. "A unique and historic tie between the United States and Northern Ireland has been severed."

It was sad news, too, for the sailors of Londonderry. "Of course it is not a pleasant task to close a base," said Captain Thomas McKeown, the last commanding officer. "But I was grateful to the Navy for selecting me to be the one to administer, with the utmost care, the final details required to withdraw the Navy from a community it loves so well."

In December 1976, the base held

the last Christmas party for the local children. It bore all the similarities to the first one held in 1942. Also, the Navy hosted the annual Saint Patrick's night dance and, on May 27, held a formal dance to commemorate the association of Americans with the city.

The next day saw the opening of the Londonderry Civic Week Festival. A parade wound through streets lined with cheering spectators and led by the Navy's Sixth Fleet Band from Naples. They were followed by a Navy float that proclaimed, "Thank you, Londonderry, for Thirty-four years of Friendship." Dependent children riding the float threw some 5,000 pens imprinted with the theme slogan to the spectators.

Then it was time to wrap it all up. Part of those final details included the decommissioning ceremony, held almost two months before the official closure date because, "If we had

waited until the final day, it would not have been fair to our people nor to the city," Captain McKeown said. "A proper ceremony in tribute to the history of this base and its closeness to the city could not have been put together with only a handful of people on the last day."

At the decommissioning ceremony, Councillor Hugh Doherty, Mayor of Londonderry, noted something special, indeed, had happened at Londonderry:

"I believe it is a fitting tribute to all the Americans to say that any American can go anywhere in this town and feel welcome.

"There is no substitute, I repeat, no substitute for the friendship as shown by you Americans." ⚓

Members of the ComSixthFt Band perform for Londonderry residents.





Applied Psychobiology Program

BY JOI JOHN YONEMURA

Inside a dark chamber resembling a walk-in freezer, I sat absolutely still, staring at a light blinking at varying intervals behind a checkerboard screen. Eight electrodes were attached to my scalp.

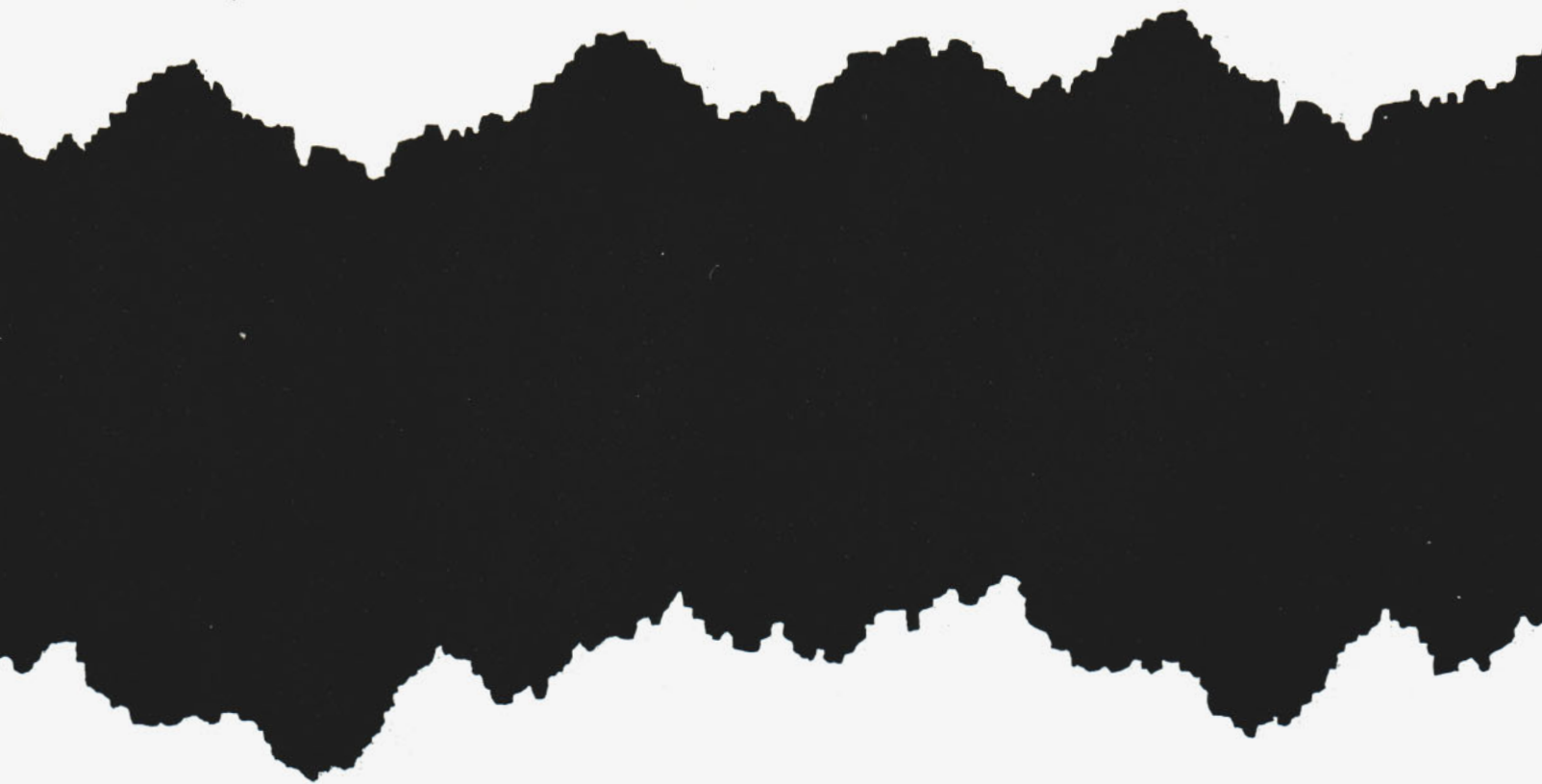
No, I wasn't tied and gagged. I wasn't in the laboratory of a mad scientist and no one was trying to brainwash me. I was at the Naval Training Center, San Diego; I had volunteered to have my brain waves measured.

Brain waves measured? At NTC?

The Navy, in its never-ending quest to update and improve training, is researching new methods of measuring and enhancing learning ability. The Navy Personnel Research and Development Center (NPRDC), at Point Loma near NTC, is conducting this research in what it calls the Applied Psychobiology Program (APP).

It's literally a mind-boggling idea. Why is this important to the Navy? Because current projections show that more than half of all personnel entering the Navy in 1976 will not complete their first full enlistment or be recommended for another. There is especially a shortage of personnel who

BRAIN WAVE RESEARCH



can be trained in such jobs as antisubmarine warfare.

This program may alleviate the problem in the future by helping to route prospective trainees into the kinds of training that suits them best.

According to Dr. Bernard Rimland, director of APP, there has been a gap in the field of personnel psychology. Advances in biology, electronics, computer science, neurophysiology, and the like, were not being applied to personnel problems. Those in the medical profession were doing some brain wave research, but largely to solve medical problems, not personnel problems.

"Little work was being done toward adapting technology to enhance productivity of 'normal' people," he said. In this area of "underlap," APP is trying to determine if space-age technology can be applied to psychology in order to enhance a person's performance, or his learning ability.

"With the all-volunteer force and the reduction in number of people available, the Navy has to take the people that come to us and we must find a way to make use of these individuals' potentials," said Dr. Rimland.

But what about all the written aptitude tests recruits take before entering the Navy and, again, while in boot camp?

"The idea is not to replace paper-and-pencil tests, but to supplement them," Dr. Rimland explained. "Aptitude tests do quite a good job of predicting how well people can learn in a classroom situation. That's what they were designed to do. But they don't do a very good job of determining which people can operate complicated equipment, which

people can become good sonarmen, or do other jobs in the real world as opposed to the academic world."

As I sat in the soundproof booth watching the flashing light, my brain reacted to the visual stimulus, and its electrical impulses were recorded in the combination computer-electroencephalograph (EEG). This is the simplest task performed while being tested. My brain merely acknowledged the signal sent to it from my eyes.

Another test uses sounds (clicks) to measure the brain's response to auditory stimuli. Later, more complex tasks will be performed as brain waves are measured; reading, for example, or solving a math problem.

"There are certain measurements you can make on an engine as it idles," said Dr. Rimland, "but there are some things you can't really find out unless you also measure while it functions at peak performance."

But at this point, the research is just getting off the ground. It's much too early to tell how successful these methods will be—there is still an enormous number of variables that must be investigated that could be crucially important. For instance, how long should the test period be in order to be effective? What types of stimuli would produce the most significant data? How should different parts of each brain wave be measured? There are many of these complex parameters that must be considered.

APP was established in 1975 and, to date, several hundred Navy recruits have voluntarily had their brain waves measured. Those recruits who do volunteer are

BRAIN WAVE RESEARCH

given a Privacy Act statement and an explanation of the project. If they still have no objections, they sign a consent form and undergo the test.

Okay, the brain waves are measured. Then what?

Right now, all the information is put into the computer's memory bank. In this case, it consists of floppy, record-like disks which can be easily stored. Later, researchers will check the progress of each person. How well did he do in boot camp? What rating is he in? How well is he performing?

By comparing "success" levels in various ratings and cross-checking with their initial brain wave patterns, groupings can be made. Those who excel in a specific rating may have had unique brain wave patterns, and if so, new recruits with the same characteristic brain waves could be encouraged in that direction.

If you naturally have an aptitude for a specific job, and get it as your Navy rate, just think how much greater your job satisfaction would be.

But this is still in the future. Now, emphasis is on assisting recruits who have reading problems and are, therefore, slow learners. These persons *can* be identified by brain wave measurement in many instances. Remedial reading programs can then be individually geared to the specific learning problem of the subject.

"We are investigating the possibility that different teaching techniques will enhance learning ability," stated Dr. Rimland. "Some people who can't read well may require a different type of reading training than the type which works fine for the majority.

"Some of us learn best from the 'phonics' method, where you sound out the words," he explained. "This puts emphasis on the hearing apparatus and the parts of the brain that analyze sound. If a person has a defect in his auditory analytical ability, he may not be able to learn to read using this phonic method. He may—on the other hand—be able to learn using the 'look-say' technique, which uses his visual analytical ability.

"We are initiating a project to study diagnostic use of brain waves in order to see through which channel a remedial reading person should be taught."

Another APP problem concerns attention span. Sometimes we cannot concentrate very well. Our minds wander. An apparatus developed by Dr. Karel Montor at the U.S. Naval Academy, monitors brain waves and tells the re-

searcher when a person's attention is changing.

Let's face it, boredom affects us all. When it sets in, our minds tend to substitute more interesting thoughts. This can be detrimental to job productivity, but more importantly, in some jobs a lapse in concentration can lead to disaster.

What can be done about it? When a sonarman, as an example, is being tested, and he begins to think about his girl friend or what he is going to have for lunch, his brain waves will show deviations from the pattern established when he was concentrating solely on the sonar screen. At this point, he can be alerted that he is not paying proper attention. He could train himself to concentrate.

"If it turns out that people can be trained to concentrate not only while using the new 'alertness' device, but at other times as well, one's entire learning capacity might be upgraded," observed Dr. Rimland.

The Navy is by no means the only organization experimenting in this field. A number of other laboratories around the world are conducting research in psychobiology, notably the New York Medical College and Langley Porter Neuropsychiatric Research Institute at the University of California Medical Center in San Francisco.

NPRDC has a special advantage in this research because of its proximity to NTC San Diego and the Marine Corps Recruit Depot. Not only is the center able to obtain volunteers, it is able "to follow up on the individuals tested to determine whether they were successful in boot camp and advanced technical training; are considered proficient by their supervisors; are advanced to higher pay grades; manage to remain in the Navy for the full term of their enlistment; and are declared eligible for reenlistment."

In the civilian community, it has proven difficult to keep track of subjects.

Actually, the eight electrodes used for the tests are held in place, four on each side of the head, by a lycra helmet. The computer records and calculates the brain wave signals; in a matter of seconds, it gives the researcher an accurate readout of the intensity of electrical impulse at each electrode. The difference in voltage between electrodes, the delay from onset of stimulus to reaction by the brain and the voltage, changes between flashes or clicks or whatever the stimulus.

It takes these measurements from both sides of the brain and records the interaction.

"It's difficult to accurately characterize the difference between the left and right hemispheres of the brain, said



Dr. Rimland. "The left hemisphere in most right-handed people (lefties are usually the opposite)—processes information in a sequential, rational or logical manner. Solving a math problem, for example, would make primary use of the left hemisphere. A lawyer stringing words and thoughts together leading to a logical conclusion also would be using his left hemisphere. The right side, in most right-handed people, is the minor hemisphere—this processes information as a whole, permitting us to subjectively appraise a situation. For instance, a quarterback in a very tight situation has to sense things visually and simultaneously—how many men are rushing him, are his receivers covered, etc.—and then make an instantaneous decision.

"Of course, the right and left hemispheres work together," the doctor continued, "but the right one seems to specialize in the more ill-defined situations. School learning is of the left hemisphere sort; lectures, textbooks, movies, all are presented in a linear, logical progression."

I have to admit I was a little bit nervous as Dr. Greg Lewis, an expert in psychobiology, and Jeff Froning, a graduate student at San Diego State University who works with Dr. Rimland, attached the electrodes to my head. I had visions of the computer reading my thoughts and projecting me into George Orwell's *1984*.

What about that? Is this project leading to the point when machines will dictate our way of life?

"Right now we need help and we're trying to learn what help technology can provide us," Dr. Rimland stated. "There's some pretty powerful, new technology around and if we experiment with it in relation to our problems, we hope to learn some things which, in a few years, will prove to be useful.

"We are a long, long way from the point where machines will be anywhere near technically advanced enough to offer any kind of threat. There is nothing inherently dangerous in what we're doing. People tend to be afraid of what they don't understand, so some people are uneasy about psychobiology.

"Some may think we should stop doing brain research. Man is still vague, after many centuries, about his brain. Though our main emphasis right now is to benefit the Navy, we feel that in the long run all mankind will be benefited by our work."

As I drove out the gate at NTC, I noticed in the dashboard mirror, traces of white powder in my hair where the electrode paste had dried. Small price to pay, considering the potential of APP. ⚓



TEXAS NAVY

BY W. CRAIG PUGH

Catapulting *Phantom* jets skyward as she went, the carrier USS *Concho* sliced through the West Texas waves while thousands of spectators cheered her on to the rendezvous. Obviously, *Concho* was not involved in one of the Navy's typical fleet operations, yet many people stationed at Goodfellow Air Force Base in Texas didn't mind one bit.

Concho, it seems, is only 32 feet long—her planes are plastic models—and her operational area is a tame little West Texas river. But the crew is genuine—two Navy petty officers giving it their all.

For the second time in as many years, the Navy people attached to the tri-service Cryptologic Training Facility at Goodfellow built and "sailed" their Navy float in San Angelo's "Fiesta del Concho." The event is a solid week of Texas style fun-in-the-sun featuring carnivals, art shows, horse shows and water skiing. USS *Concho* is the result of a river barge, a hundred dollars, a lot of design and imagination, and the "can do" attitude (usually reserved for SeaBees) displayed by the 50 Navy people at the command. The Navy group at Goodfellow now bills itself as the West Texas Plains Navy.

Since arrival in 1966, this permanent detachment has quietly gone about doing what they do best—training sailors in the latest electronics intelligence gathering techniques. Most instructors are language experts and all have been in the field as technicians. They are a close-knit band of displaced salts who do their best to retain their Navy spirit on the Texas plains—thus their interest in building and manning USS *Concho*.

The West Texas Plains Navy was "born" in February 1976 when a San Angelo spokesman asked the local





Chief Petty Officers Association if the Navy would be interested in designing and building a float with a Bicentennial theme and entering it in the upcoming fiesta. Senior Chief Cryptologic Technician Dick Perfetto jumped at the opportunity since "we felt we could represent the Navy in the nation's birthday celebration as well as anyone."

Cryptologic Technician 1st Class Bob Broene, who had built a number of model sailing ships, did the designing with his wife's help and that of another sailor, Cryptologic Technician 1st Class Bob Mistishen. "Within three or four days," CT1 Mistishen said, "we had a sailing ship—everything was in perfect 1:72 scale, except the crew, that is!"

Local Navy wives created uniforms depicting various eras and fitted them individually to *Concho's* crew and escort. Represented were a Revolutionary War Marine, an 1812 midshipman, an 1868 enlisted man, a Navy nurse (circa 1917), a Marine in the Corps' current fighting uniform, and a sailor in the traditional bell bottoms.

When the big night came, the helmsman, Cryptologic Technician Seaman Dan O'Brian, thrust *Concho's* engine into gear and she charged out upon the torch-lined river as a full-blown, old-time sailing ship. Both banks of the river were illuminated and the crowd in the shadows roared their approval. All along the cruise route downstream, the crew sang sea chanteys.

"When we cruised down the river," CT1 Mistishen said, "it made us feel so proud, we wanted to keep on to the Gulf of Mexico. It was a great way to let people know the Navy is around."

This year history repeated itself at the fiesta. However, *Concho* had been "modernized"—she was decked out as an aircraft carrier. Lifelike *Corsairs* and F-4s "roared" off her flight deck while helicopters "hovered" around the carrier's island. With a crew of two, *Concho* typified the theme—Horizons—and was dubbed "part two" of San Angelo's Bicentennial's Heritage and Horizons idea.

In 1976 she was a sailing ship, in

1977, a carrier, and in 1978: "... What would really be nice," CT1 Mistishen said, "is two or three floats linked together to make an armada." They do think big in Texas!

One thing is sure—they will take particular pains not to let San Angelo's citizens forget "their" Navy. ⚓

Mail Buoy

USS Little Rock

SIR: In the September '77 Mail Buoy section of ALL HANDS, readers disputed whether the USS *Little Rock* (CG 4) was the first U.S. warship to visit Alexandria, Egypt, since World War II and that she was the only foreign warship to take part in the reopening ceremonies of the Canal. I hope the following will clarify *Little Rock's* claim to fame in the Suez Canal: *Little Rock* was the only foreign man-of-war to transit the Suez Canal from Port Said to Lake Timsah on the opening day ceremonies of the Suez Canal. The other ships mentioned (in other Mail Buoy letters) may have been at anchor in Lake Timsah but they did not transit the canal as part of the official convoy. *Little Rock* was also the first U.S. warship to visit Alexandria, Egypt, after World War II "officially" due to an official port call made with Commander, Sixth Fleet embarked. I believe USS *Guam* or another amphibious ship was there before the *Little Rock's* visit, but then again, it wasn't official.—QM1 O'Donnell.

• Since Petty Officer O'Donnell was LPO of *Little Rock's* Navigation Division during her transit of the Suez Canal, he ought to know. As far as who got to Alexandria first—either officially or unofficially—we're going to duck the opportunity to ask if anyone else has any more claims to that title.—ED.

Submarine Weaponry

SIR: About three years ago you ran an article in your magazine about a submarine that was commissioned in the late '30s or early '40s that had a 16-inch cannon on it. I am wondering if it would be possible to obtain a copy of that particular issue?—GMGI H. E. Mowery.

• After rummaging through our files without success, we finally turned to the Naval History Division for help in answering your question. They tell us that no submarine, U.S. or foreign, ever mounted a 16-inch gun. During World War I, the British Navy laid down four subs, M1, M2, M3 and M4, mounting a single 12-inch gun in an elevation-only mount forward of the conning tower. The first three were completed; M4 was never finished. The gun had to be loaded on the surface; the boat then submerged, and the conning

officer sighted through the periscope with the muzzle just above the water. This system apparently worked—at least from a mechanical point of view. How effective it was seems to have been something else.—ED.

Hazardous Duty?

SIR: I am presently serving with a LAMPS detachment aboard a fast frigate. The question I have is why Flight Deck Hazardous Duty Pay is not authorized for the LAMPS community.

As crew leader for my detachment I can honestly say it is definitely a hazard any time flight operations are conducted. Operating with LAMPS is a new experience and a challenge. Safety is a never-ending chore. It is not unusual for my crew of nine men to work a 13- or 14-hour day and then be called to flight quarters after a few hours of sleep. The men are tired and here we are launching our LAMPS Helo on a flight deck smaller than a basketball court.

I could go on and on with all the hazards which evolve during one flight evolution but the point I'm trying to make is why does someone have to get killed before they recognize our flight deck is just as hazardous as an aircraft carrier.—M.H. Niedzwiedz, ADC, USN.

• The intent of hazardous duty pay is to provide an incentive for adequate numbers of personnel to volunteer to perform duties which have been proven to be of an extra hazardous nature. In the past, the requirement to prove the hazard statistically has been stringent. A recent request from the rotary community for inclusion in flight deck hazardous duty pay (including the operation of Harriers) was not adequately supported by injury/death data and was not approved.

Because of the excellent safety record maintained by ships and squadrons involved in LAMPS operations, the overall accident rate for these operations is negligible, far below that required to justify flight deck hazardous duty incentive pay.—ED.

Women LDOs

SIR: As a career-oriented Navy enlisted woman, the Limited Duty Officer program would provide an excellent opportunity

for a commission. However, the eligibility requirements specifically state you must be a male petty officer. Has there been any type of proposal to change this requirement?—S.A. Winfree, RM2.

• You are certainly correct that present law restricts appointments as limited duty officers to males. There are considerable differences in the law regarding provisions for men and women.

This situation has been a matter of concern for some time, and two separate initiatives have been undertaken to change it. The Defense Officer Personnel Management Act (DOPMA) is a comprehensive, joint service sponsored bill which, among its many provisions, removes the differences in current law regarding the appointment, promotion and retirement of men and women officers. DOPMA was introduced in Congress in 1974, and was overwhelmingly approved by the House last year, but has not yet been passed by the Senate. Additional legislation is being drafted which would include the provisions of DOPMA as they pertain to women. It is intended that this proposal be submitted to Congress, should for some reason, DOPMA fail to be enacted. Either of these proposals would authorize the appointment of women as limited duty officers.—ED.

Reunions

• USS *Davis* (DD 395)—Reunion in 1978. For information contact David S. Fowler, 351 Darlington Dr., Buffalo, N. Y. 14223.

• Recruit Company 1901 (1944), Naval Training Station, Great Lakes, Ill.—Contact Elwood East, 2201 Clays Mill Rd., Lexington, Ky. 40503.

• USS *Lexington* (CV 2)—25th reunion May 10–13 at Orlando, Fla. for crew, squadrons and Marines serving 1927 to May 8, 1942. Contact Walter D. Reed, 5410 Broadway, #105, Oakland, Calif. 94618.

• USS *Tennessee* (BB 43)—Reunion June 16–17 at Denver, Colo. Contact Edward Frause, 4682 S. Pennsylvania, St., Englewood, Colo. 80110.

• USS *Implicit* (AM 246)—1945–46 crewmen write or call collect Robert W. Evett, 10 Gunpowder Rd., Baltimore, Md. 21234. (301) 665-6900.

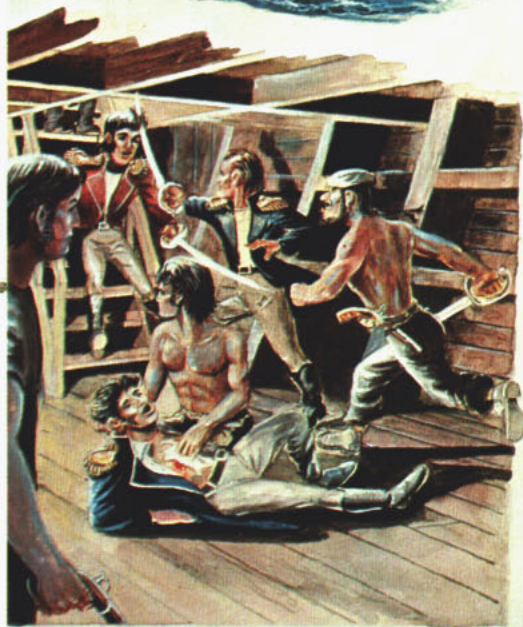
All Hands, the magazine of the U.S. Navy, published for the information and interest of all members of the Naval service, is issued monthly by the Office of the Chief of Information, Room 2E329, Pentagon, Wash., D.C. 20350. Issuance of this publication is approved in accordance with Department of the Navy Publications and Printing Regulations, P.35 (revised January 1974). Opinions expressed are not necessarily those of the Department of the Navy. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted.

ORIGINAL ARTICLES and information of general interest may be forwarded addressed to the Editor, All Hands, Navy Internal Relations Activity, Print Media Division, Room 1044, Crystal Plaza No. 6, 2221 Jefferson Davis Highway, Wash., D.C. 20360.

DISTRIBUTION: All Hands is distributed to all Navy activities on the standard Navy Distribution List (ISNDL) on the basis of one copy for approximately six naval officers and enlisted personnel on active duty. Limited distribution to Marine Corps activities is effected by the Commandant.

PERSONAL COPIES: The Magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Wash., D.C. 20402. The rate for All Hands is \$1.65 per copy; subscription price is \$19.00 a year, domestic (including FPO and APO address for overseas mail), \$23.75 foreign. Remittances should be made payable to the Superintendent of Documents and forwarded directly to the Government Printing Office.





THUNDEROUS EXPLOSIONS RUPTURED THE DESERT NIGHT. GIANT FLAMES REVEALED SURPRISED TRIPOLITAN PIRATES IN FRENZIED ACTION AGAINST AMERICAN INTRUDERS. IT WAS TOO LATE. THE RAID ON TRIPOLI HARBOR HAD BEEN SUCCESSFUL AND THE AMERICANS MIRACULOUSLY ESCAPED BACK TO THE OPEN SEA. THE YEAR WAS 1804, DURING THE WAR WITH TRIPOLI. LT LAWRENCE DISTINGUISHED HIMSELF EARLY IN HIS CAREER. AS A MEMBER OF THAT SMALL FORCE, THEIR PLAN, BOLD AND APPARENTLY SUICIDAL, HAD THE SOLE PURPOSE OF ENTERING THE EXTREMELY WELL-FORTIFIED TRIPOLI HARBOR AND DESTROYING THE CAPTURED AMERICAN FRIGATE *PHILADELPHIA*.

DURING THE WAR OF 1812 AND ON FEB. 24, 1813, MASTER COMMANDANT LAWRENCE IN COMMAND OF *HORNET* ATTACKED AND DEFEATED *HMS PEACOCK*. HIS EFFORT TO SAVE HIS PRIZE, WHICH BATTLE DAMAGE HAD LEFT IN A SINKING CONDITION, RESULTED IN DISASTER. SHE SUDDENLY ENDED UP AND

SANK BOW FIRST CARRYING WITH HER AMERICANS AND BRITISHERS ALIKE. THIS UNFORTUNATE DEVELOPMENT PRESENTED AN OPPORTUNITY FOR OTHER PRISONERS TO ESCAPE. NEVERTHELESS HE BECAME A NATIONAL HERO AND WAS PROMOTED TO CAPTAIN.

"DON'T GIVE UP THE SHIP" THIS FAMOUS PHRASE, UTTERED BY THE MORTALLY WOUNDED JAMES LAWRENCE, BECAME A SUBSTANTIAL PART OF OUR EARLY NAVY SPIRIT AND TRADITION. IT OCCURRED ON JUNE 1, 1813 DURING THE FIGHT BETWEEN *CHESAPEAKE* COMMANDED BY LAWRENCE AND *SHANNON* COMMANDED BY PHILIP B.V. BROKE. LAWRENCE FELL EARLY IN THE FIGHT AND *CHESAPEAKE* WAS BADLY DEFEATED. IT WAS SAID THAT BROKE RECEIVED A HEAD WOUND DURING THE FIGHTING THAT CRIPPLED HIM MENTALLY FOR LIFE. LAWRENCE WAS BORN IN BURLINGTON, N.J. OCT. 1, 1781 - DIED JUNE 4, 1813 IN NOVA SCOTIA. HIS BODY LIES IN TRINITY CHURCHYARD IN NEW YORK CITY. HE WAS 31 YEARS OLD.